DISCOVERING

OLD HUDDERSFIELD

PART ONE

Gordon and Enid Minter

Front cover:- Bay Hall, Birkby.
Back cover:- Market Cross, Highburton

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DISCOVERING OLD HUDDERSFIELD

PART ONE

By

Gordon and Enid Minter

Illustrations by
J. R. Beswick

This book is dedicated to the memory of
Charles Robert Beswick
1946-1991
whose love of the area and its history was
as great as ours.

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In Odersfelt Godwin had six carucates of land for geld where eight ploughs can be Now the same has it of Ilbert but it is waste. Wood pasture one league long and one wide. In the time of King Edward it's value was 100 Shillings.

Huddersfield, Domesday Book, 1086

INTRODUCTION

Over the years several excellent books have been published dealing with the history of the Huddersfield area or some aspect of it and they offer a wealth of information to the interested reader. It occurred to us though that very few of them are specifically aimed at those people who, like us, have a mild curiosity about the past and who might like to go out to see for themselves just how the concerns, needs and even whims of their ancestors have formed the landscape they see today.

As a convenient way of presenting the history of the roads, railways and canals, the rivers, streams and bridges, the woods, parks and fields and the houses, churches and factories that make up the Huddersfield area we have devised two routes, one linear, one circular, both starting in St. George's Square, neither of any great length and both of which may be undertaken wholly by car or in parts on foot. The resulting work is not chronological, nor is it scholarly, nor is it exclusive but by pointing out on site that, for example, a particular road has followed its present course for a thousand years or more, or that an old bridge stands on the remains of one very much older, or that a mill stands on a particular site because of a bend in the nearby river, we hope we have provided a historical immediacy that will be appealing to the reader.

In setting out the tours we have chosen to give the directions for the whole route before the historical commentary in order to avoid the confusion that might arise if we mixed the two together. However, each feature discussed in the commentary has been given a reference number which appears in the appropriate place in the directions and which should help to locate it. For example, in tour two, Oakes Fold will be found as Townend Lane No. 46. We have not confined our commentary exclusively to existing features. Several things of past importance have now disappeared but their sites may be identified and when we pass such places we tell the story. For instance, Bradley Spout was, until the nineteenth century, a vital water supply for the townspeople. All traces of it are now gone but, at the beginning of tour two, as we pass its approximate location we note it and tell its story.

We have tried to make our directions clear and easy to follow. Where there might be some difficulty we have either provided small maps or given the precise distances involved - and we have used miles rather than kilometres because signposts and most car mileometers do the same.

As the routes are divided into short measured sections you, the reader, might like to find a parking place and tackle some of the sections on foot. In certain places where we know that it is possible to park we have suggested this

with the symbol (P). Occasionally, to see some particular place of interest, it is necessary to leave the car and walk a short distance, Such places we have marked (P.W) but we leave the matter entirely to your discretion. In both directions and commentary instead of using compass point directions we have used left hand and right hand sides and these should, of course, be taken to refer to the direction in which you are travelling. It is worth bearing in mind that travelling the routes in winter, spring and autumn is easier than in summer when the vegetation might well obscure certain features mentioned in the directions.

In undertaking the tours it is important to remember the difficulties and dangers of following an unfamiliar route by car as well as stopping, suddenly perhaps, to look at the various places of interest. In towns and on busy main roads traffic moves quickly and sites are passed before they are noticed. In the country slow driving along narrow lanes is sure to irritate other drivers. With this in mind we suggest that you carefully read through each tour before setting out. This will not only give you some idea of where you are heading but also allow you to locate anything of particular interest and be ready for it as you come across it. Of course, those familiar with the area may prefer merely to cover the journey in their imaginations from the comfort of their armchairs.

It was our original intention to include six tours in one book but it soon became apparent that, if we were to keep the book to a manageable size, the number would have to be reduced. Consequently, this book of two tours we have designated part one and we hope to produce parts two and three at some later date.

As our book is intended to be of general recreational interest rather than a scholarly work we have not provided footnotes but we have included a list of sources and references which we hope will be of interest to anyone who might wish to pursue a particular interest.

It is undoubtedly true of any guide book that some information given in it will be out of date by the time the book is published. Buildings are demolished, new ones are built, roads are realigned, hedgerows are removed, trees are cut down; the environment is in a state of perpetual change as, of course, it has been throughout history. In the face of such changes, whether small or large, we cannot even say that our routes are accurate at the time of going to press, only that they are as we found them the last time we travelled them.

Few books can be produced without help from others and we would like to thank Kathryn Beaumont, Michael Sharpe and Sue Cottrill for their cheerful and courteous help and Mike and Cynthia Beaumont and Dr. Jane Minter for checking directions. Neil and Elaine Hughes also deserve special thanks for their extra zeal in checking the routes in the dark.

Tour No.1

THE OLD LONDON ROAD

In the year 1675 a surveyor, John Ogilby, published a series of maps showing the country's principal routes, one of which led from London to Oakham in Rutland and continued northwards to Richmond in Yorkshire. Nearly three hundred years later W.B.Crump in his 'Huddersfield Highways Down the Ages' discussed a section of Ogilby's London road as it runs through our district between Kirkburton and Elland. It is this route that we follow in the second part of tour No.1. The first part of the tour takes us from Huddersfield to Cowcliffe and through Grimescar Wood on the turnpike road opened in 1777 to replace the more difficult route over Cowcliffe Hill. Because we thought that Kirkburton Church would be a suitable place to end the journey, we chose to travel in the opposite direction to that take by Ogilby and his surveyors who travelled from south to north. Of course, we do not concentrate exclusively on the old highways as the route passes many other interesting features such as churches, houses, factories, woods, parks and streams all of which, whether they pre or post date the road, are discussed.

DIRECTIONS

Section 1.

The tour starts in St. George's Square (1,2,3). Leave the Square passing the George Hotel on the left and turn left at the lights into John William Street (4). Continue straight on under the railway viaduct to join St. John's Road (5,6,7,8,9) and follow this across the ring road to St. John's Church on the left (10). Continue straight on to the traffic lights at Blacker Road and go straight ahead into Wheathouse Road (11,12,13,14). At the top of the hill carry on straight ahead into Grimescar Avenue. After crossing Grimescar Dike (15) in the valley bottom the route veers right into Alwen Avenue to join Halifax Old Road. This is 1.3 miles from the starting point.

Section 2.

From Alwen Avenue turn left into Halifax Old Road (16) and follow the road through Grimescar Wood (17,18) for about 1.6 miles to a T junction (19). Turn right into Brighouse Road (20) and follow this for a mile to the motorway bridge. Immediately after the bridge take the first left into Pinfold Lane (21). This is 2.7 miles from Alwen Avenue.

Section 3.

At the end of Pinfold Lane turn right into Dewsbury Road (B6114) (22). Follow this to the traffic lights by the Sun Inn and go straight across New

Hey Road into Clough Lane. In about half a mile turn right into Lightridge Road (23) and, shortly after the entrance to the golf club on the right, take the right fork into Cowcliffe Hill Road (24,25). At the bottom of the hill the route passes through the ford at Ochre Hole (26,27.) and then climbs up to the Shepherds Arms at the top of Cowcliffe Hill (28,29). Descend the steep hill ahead (30) and, near the bottom, follow it (ignoring Clough Road) as it turns sharp right to join Halifax Old Road (31,32) see map in text p25. Turn left into Halifax Old Road. This is 2.9 miles from the beginning of Pinfold Lane.

Section 4.

As the next section of the tour runs along busy roads it is difficult to suggest convenient stopping places and we have, therefore, decided to give directions for rather a long stretch to Almondbury Bank. As there are a good many things of interest in this section it might be possible for readers, should they wish, to find their own stopping places.

Follow Halifax Old Road (33,34,35,36,37,38) and at the second set of traffic lights go straight across Bradford Road (39) into Willow Lane East. Follow this under the railway viaduct into Hillhouse Lane (40,41,42,43) and at the next lights turn right into Leeds Road, A627, (44,45,46,47,48). In about half a mile (49) turn left at the lights into the ring-road (50,51,52) and follow this through three more sets of lights (53) to the roundabout and lights at Shorehead (54,55) which should be approached in the left hand lane. Follow the signs left for Wakefield, A642, (56,57,58,59,60) and at the third set of lights after Shore Head be prepared to turn right into Almondbury Bank, s.p. Almondbury, (61). This is 2.2 miles from the bottom of Cowcliffe Hill.

Section 5

Follow Almondbury Bank (62) to the top of the hill (63) and continue straight on along Town End (64). After the junction with Somerset Road our route follows Northgate (65,66) to Almondbury Church (67,68,69). N.B. beware of traffic calmers. Shortly after the church fork left into Fenay Lane and immediately fork right into the steep St. Helen's Gate (70,71,72,73) and follow this past the school (74,75) for half a mile to a T junction by a green triangle. At the triangle turn left into Woodsome Road, s.p. Kirkburton. This is 1.7 miles from the bottom of Almondbury Bank.

Section 6

Follow Woodsome Road (76,77) for one mile to its junction with Penistone Road, A629, (78). Turn right into Penistone Road (79,80,81,82,83,84) and after half a mile fork left. s.p. Scissett. (B6116) up the hill (85,86) towards Kirkburton. This is North Road (87) which should be followed into the village

passing the Liberal Club on the left and the Royal public house on the right (88,89,90). From the Royal follow the road (91) round and up the hill (92) passing the church (93) to a car park on the left which is the terminus of the tour. This is 2.7 miles from the junction of St. Helen's Gate and Woodsome Road and 13.5 miles from the tour's starting point in St. George's Square.

SECTION ONE

ST. GEORGE'S SQUARE. (1)

Before departing on the tour allow a few moments to admire the open aspect of St. George's Square which has been much improved in recent years. Note also the buildings around the Square, the earliest of which is the railway station.

The foundation stone of the station was laid by Earl Fitzwilliam on 9th October 1846. It was built at a little distance from the Market Place on part of a large close of land called Great George Close. To provide a connection between the two, John William Street was constructed and this was followed by the carefully planned development of the land around, with new streets being laid out and elegant buildings erected. The Ramsden family and their agents and architects were much concerned in the new development but their original intention to divide the space in front of the station into building plots was abandoned following vociferous arguments from Joshua Hobson, a local Radical, who pointed out the aesthetic advantage of an open square which would allow an uninterrupted view of the undeniably handsome station.

For many years a statue of Sir Robert Peel stood in front of the station. The Peel Monument Movement came into existence in 1850 when there were forty-four members on the committee. During the first successful year many subscriptions were raised. When the time came to chose a sculptor, however, there were many dissensions which put a stop to all proceedings for seventeen years. The movement was revived on 20th June 1868 when it was discovered that there were only ten surviving members of the original committee, five of whom had left the town. A new committee was formed and, in a push towards a completion of the scheme, the town was divided into wards and collectors appointed to call on the people in their respective wards in the hope of increasing the £450 held by the original committee. On 21st October, 1869 the committee announced that they had accepted the model of a Mr Theed for the Peel statue which was to be in Sicilian marble, nine feet high on a granite pedestal, ten feet high. The cost would be £950 with £56 for extra bronze reliefs on the pedestal.

On 17th January.1873 at a meeting of the committee it was announced that neither Sir John Ramsden nor the railway company would allow the statue to be erected in the Square. Consequently and in desperation, the committee decided to erect it on an open space in Upperhead Row. However, the authorities soon relented and later the same year the statue was unveiled in front of the station. It stood there until 1949 when, because the stone was deteriorating, it was removed and, as no-one now knows its whereabouts, presumably it has been destroyed.

Before the secret ballot was introduced St. George's Square was often the scene of much excitable and rowdy behaviour during general elections. For instance, on Thursday, 13th July 1865 a wooden polling booth was set up in the Square to which the voters came to record their votes verbally. The candidates were E.A.Leatham, Liberal, and T.P.Crosland, Conservative, and supporters of both men soon made their presence felt. Towards noon, feelings were running high and street fighting broke out, shop windows were smashed and cabs and omnibuses bringing voters to the Square were attacked in John William Street. The local police were unable to restore order and, eventually, the chairman of the magistrates, George Armitage, came to read the Riot Act. He then wired for police reinforcements from Halifax, Wakefield, Dewsbury, Bradford & Saddlewoth as well as a troop of horse soldiers from Manchester and a troop of infantry from Salford. By two o'clock the unrest had subsided although the infirmary was kept busy all afternoon treating broken bones and broken heads. Fewer than two thousand people were eligible to vote and in the end Crosland won with a majority of 232. The result was unsuccessfully challenged in April, 1866 when a special committee rejected allegations of bribery, threats and undue influence made by the Liberals against Col. Crosland and his supporters.

THE TITE BUILDING (2)

Looking from the Square towards the station notice the building on the left. This is the Tite Building, built in 1856, and so named after its designer Mr.(Later Sir) William Tite. It deserves a little study for it is a rather splendid building. Tite was a great advocate of the neo-classical style of architecture and his interest is apparent here in the semi-circular arched openings to the ground floor with their rebated, stepped voussoirs which reflect the Italian style and in the pediments over the first floor windows which reflect the Greek. The building was originally used as warehouses and offices by local woollen manufacturers.

THE LION BUILDING (3)

The first building to be seen by visitors coming to the town by rail is the Lion Building which faces the station across the Square. It was built by Samuel Oldfield and designed by James Pigott Pritchett who was also responsible for the railway station, the Parish Church and the college in New North Road. Pritchett's original designs were submitted for approval to William Tite, the Ramsden's architectural consultant, who disapproved and suggested certain amendments. Work started on the building, to Tite's amendments, in 1852 and was completed in 1854. It would appear that both builder and architect resented Tite's interference for the latter comments in a letter to the Ramsden's agent: 'I wonder that Pritchett and Oldfield are being troublesome' Later in the same letter (quoted by D.J.Wyles in 'The Buildings of Huddersfield') Tite says: 'I am sure, without vanity, they are greatly indebted to me for putting a very crude design into shape and proportion' Faced with an attitude like that it is hardly surprising that the two men felt aggrieved.

When finished, the building was opened as shops, offices and storerooms. The original white lion atop the building which was modelled by John Seeley began, after a hundred and twenty years of weathering and environmental pollution, to crumble and it was replaced in 1978 by a fibre glass replica. As to the building itself, we must leave it to our readers to decide for themselves whether it compares favourably or not with the other buildings in the Square.

THE EMPIRE CINEMA. (4)

Soon after turning left into John William Street notice on the right, at the top of Brook Street, a large white building. This was once the Empire Cinema which opened on the 8th March 1915. Although other cinemas were operating in the town by that time they were mainly located in converted buildings and only the Picture House in Ramsden Street preceded the Empire as a purpose-built cinema.

The building that once stood next to the Empire in John William Street will, for tragic reasons, still be remembered by some of our readers. The wholesale clothing factory of H.Booth and Sons Ltd. stood five storeys high with timber floors and panelled walls throughout. On the morning of the 31st. October, 1941, just after the day's work had started and whilst the main doors of the building were still open, a fire broke out. The timber interior offered little resistance to the flames which, fanned by high winds, soon engulfed the building. By the time the fire brigade arrived all five storeys were alight and many people were trapped and beyond rescue. In all, forty-nine employees - one third of the workforce - lost their

lives. The youngest victim was fourteen year old Joan Doughty who had only started work on the previous day. After a moving and harrowing ceremony, forty-three of the dead were buried in a mass grave in Edgerton Cemetery whilst the other six were buried privately.

ST JOHN'S ROAD. (5)

Although St. John's Road dates back as a properly laid out road only to the second half of the nineteenth century it nevertheless follows, for part of its length, a much older route. This was a footway which started near the Parish Church, ran northwards across a number of agricultural closes to the present-day St. George's Square area and then continued on its way to Bay Hall and Birkby. The first part of this old route, from the church to St. George's Square, was lost in the 1850s when land development to the north and east of the church resulted in a number of new streets including St. Peter's Street, Byram Street, Northumberland Street, Brook Street and John William Street all of which cut across the line of the footway. However, the major part of the old route to Birkby was preserved when St. John's Road was laid out on the same line.

BATH STREET AND THE HALL OF SCIENCE. (6)

Shortly after passing under the railway viaduct notice Bath Street on the left hand side of St. John's Road. Maps of the mid 1820s show that there were public baths here at the side of the road leading up the hill to Newhouse and Highfield. In 1839 the building on the left hand side of Bath Street (now occupied by a decorator) was built as a Hall of Science and thereafter a good deal of mainly residential development went on. By 1850 there were nineteen families living in Bath Street and their occupations, which include manufacturers, merchants, drapers, agents and clerks, show that this was, at that time, an area for the so called professional and middle classes. Some of the houses in 1850 had quite elaborate ornamental gardens.

The name Bath Street was not used until 1880. Before then all the buildings here, including the Hall of Science, were known collectively as Bath Buildings and, apart from their numbers, this was their only address. Incidentally, renumbering seems to have gone on at the same time as the name was changed with the even numbers being transferred from the south (left hand) side of the street to the north and the odd numbers from the north side to the south. Doubtless this led to a great deal of confusion for a time.

The Hall of Science was built by the local disciples of Robert Owen 'for the education of the ordinary people' The Socialist principles behind its building

were regarded by a large part of the community with suspicion and mistrust. An example of this is found in the Constitution of the Huddersfield Choral Society where Rule 28 states: 'No person shall be a member of this society who frequents the Hall of Science or any of the Socialist Meetings'

By 1847 the Owenites were finding the upkeep of the Hall too costly and in that year it was let to the Unitarians for use as a chapel. Six years later the Unitarians moved out and local Baptists, who were by then anxious to open a meeting place in the town, bought the Hall and reopened it in 1855 as a Baptist Chapel, a purpose it served for the next twenty-three years. In 1878 the Baptists moved out to a new chapel in New North Road and subsequently the Hall was acquired by James Conacher & Sons, organ builders, who operated an erecting shop and saw mill there for some twenty years. In the 1920s and 30s the Hall was used as a warehouse by Grist Bros, shoddy merchants.

NEWTOWN. (7)

The modern retail and industrial estate on the right hand side of St. John's Road is built on land that was first developed between 1797 and 1825. Among the earliest buildings here was a terrace of dwelling houses called Newtown Row. An early example of high density housing, the Row was made up of seven yards each of which was surrounded by between ten and fourteen houses, some of them back to back. Nearby was Newtown Mill with its large dam which, according to Hardy's Plan and Commercial Directory of Huddersfield, was, in 1850 , operating as a corn mill. It is likely that the mill provided employment for at least some of the inhabitants of Newtown Row. The name Newtown suggests, perhaps, that the early builders hoped that the area would see much more industrial and residential development and that, indeed , a small new town would grow up on the empty land all around. If so, they were to be disappointed for Newtown grew hardly at all during the nineteenth century and by the early years of the twentieth the mill stood empty, soon, along with Newtown Row, to be demolished.

In 1899 the Midland Railway Company was empowered by an Act of Parliament to build a new main line to the north through Bradford, with branches to Huddersfield and Halifax. The new line into Huddersfield was to run from Mirfield through Deighton, Fartown and Birkby to Newtown which was seen as an ideal site for a goods yard, sidings and a station. The five mile length of line was completed in 1910 and opened to goods traffic but, owing to the outbreak of war in 1914, plans for a passenger station at Newtown were abandoned. After the war, because of the amalgamation of various railway companies, the original grand scheme was dropped. The line continued to carry goods traffic until 1937 when it

was abandoned, although the sidings at Newtown Yard were maintained until the 1950s. Subsequently the site was cleared and redeveloped in the modern style we see today.

ALBANY PRINTING WORKS. (8)

Notice on the left hand side of St. John's Road a handsome and ornate single storey building with a shield on the centre gable. In the shield is the monogram A.J. The building was erected in 1891 by Alfred Jubb as a printing works. Four years previously, Mr. Jubb had bought the premises of the Huddersfield Collegiate School which stood on the right hand side of Clare Hill. The school which opened in 1838 was administered by the established church and took both boarders and day boys. In 1887 the school, which had been in difficulties for many years, merged with Huddersfield College and thus the premises became available to Mr Jubb. His business was very successful and many people who handle old books and pamphlets appertaining to Huddersfield will be familiar with the legend 'printed by Alfred Jubb &Sons Ltd' His success led to the building of the printing works in front of the school which then became the Albany Hall to commemorate the visit of the Duke of Albany to Huddersfield in 1883. Many of our older readers will remember the Albany Hall which, after a brief spell as a roller skating rink, became a venue for various social gatherings. The hall was demolished in the late 1970s.

ST JOHN'S CHURCH. (9)

A local author, Charles Hobkirk, writing in 1868 praises the 'pleasing aspect' of St. John's Church and describes it as being 'situated almost in the country, surrounded by pasture land and backed to the north by Fixby Hills and Grimscar Woods' In the intervening years the pasture land has given way to concrete, brick and stone and the pleasant aspect is changed indeed. Nevertheless, the present surroundings should not detract attention from the impressive lines of this typical Gothic-Revival church. It was built for the Trustees of Sir John Ramsden who appointed the architect William Butterfield to design the building. Work started in 1851 and was completed in 1853. Butterfield was famous for his use of variously coloured brick and he must have felt some little frustration here when he found he was expected to use local stone.

The builder was Joseph Kaye (see tour 2 No.9) who demanded of his workforce the highest standard of workmanship. However, perfectionists are not usually the speediest of workers and Kaye's rate of progress certainly displeased Mr. Butterfield who said in a letter concerning the church that '..he (Kaye) has but

one pace and that is a very slow one...the tower is rising at the rate of four inches a week' Butterfield obviously made no allowance for the fact that Joseph Kaye was in his eighth decade at that time.

Others though were kinder. William Tite, for example, was said to have a high opinion of the masonry and general character and detail of the whole building. St. John's Church is regarded by some as Kaye's masterpiece and a hundred and forty years after its building, during which time the stonework has needed few repairs, we can still appreciate the quality of the workmanship which was the man's hallmark.

In 1820 an Act was passed for 'lighting, watching and cleaning the town of Huddersfield' For the purpose of the Act the town was deemed to be all the land within a radius of twelve hundred yards (1090 M) from the Market Cross. This artificial boundary was reinforced by the Improvement Act of 1848. Four years later St. John's Church was built twelve hundred yards away from the Market Cross and, consequently, right on the boundary which ran diagonally through the church from north east to south west.

BAY HALL. (10) (P.W. - at discretion)

To see Bay Hall which stands to the right of St.John's Road and a little further on than the church it is necessary to leave the car to look over the wall on the right (opposite a bus stop). As this involves crossing a busy road we leave this option to the readers' discretion.

Bay Hall is one of only three timber framed buildings in Huddersfield that are recognisable as such - in other words with the timbering still exposed externally. The black and white gabled section is obviously the oldest portion of the building and it would be this that was referred to as Bay Hall in the sixteenth century.

The first reference to Bay Hall is found, according to Dr. George Redmonds, in 1565 when John Brook, who was a tanner, lived either in the hall or near to it. It is mentioned again in 1599, when Queen Elizabeth I sold the manor of Huddersfield to William Ramsden, as 'all our (The Queen's) capital messuage or tenement called Bay Hall ...now or lately in the tenure of occupation of John Brook' The fact that Bay Hall is the only building mentioned by name in the deed of sale adds weight to the suggestion made by some local historians that it was built as an estate office for the use of the agent of the lord of the manor and, as such, in its earliest days it served as an official building rather than a private residence.

Philip Ahier, the local historian writing in the 1930s, puts forward another interesting suggestion about Bay Hall. He says that it might have been used as the Chantry Chapel of our Lady which was connected with the Parish Church of Huddersfield but which was described in 1534 as distant from it. It is not known with any certainty where this Chantry was situated but Ahier backs up his argument by pointing out that in the early part of the nineteenth century there were some old confessional boxes to be seen at Bay Hall and, about the same time, a font was unearthed in the garden. These, he points out, could be relics of pre-Reformation times and therefore, contemporary with the Chantry.

The name Bay Hall is an unusual one and there are several theories as to its origin. We believe that the name comes from the design of the building. When a timber framed building was erected the space between the frames was termed a bay. Buildings with as many as eight bays survive in some parts of the country but here there are just two timber frames, one at the front and one at the back of the house. Thus this is a one bay building, hence the name Bay Hall.

The name of course spread to define the area around the Hall. For example, Bay Hall Common would be so named soon after the Hall was built. This is largely the area bounded today by Birkby Hall Road, Birkby Lodge Road, Blacker Road and Crescent Road. Similarly, the stream flowing near to the Hall would soon become Bay Hall Dike. In the 1850s there was a Bay Hall Fields Chymical Works situated about a third of a mile south of the Hall and by the 1890s Bay Hall Works and Bay Hall Mills had been built at the side of Bay Hall Common Road.

WHEATHOUSE ROAD. (11)

Wheathouse Road is a continuation of St. John's Road and it was built to run across Bay Hall Common to connect Blacker Road and Birkby Hall Road. Like St. John's Road it follows the line of the old footway to Birkby. Virtually all the buildings here post-date the laying out of the road which takes its name from the one building that pre-dates it, a house called Wheathouse, which stands on the right hand side of the road just beyond the junction with Blacker Road. The splayed end of Wheathouse, which is the main feature visible from the road, dates back only to 1932 when part of the house was pulled down to allow for the widening of Wheathouse Road. Unfortunately, the quoin stones and recessed windows which reveal this to be a house of the early eighteenth century cannot be seen by the passer-by as they are at the back. One eighteenth century resident of Wheathouse was John Starkey, father of the Starkey brothers who had mills at Longroyd Bridge and built St. Thomas' Church there.

BRITANNIA WORKS. (12)

On the left hand side of Wheathouse Road the huge Britannia Works cannot be missed. These are the premises of Messrs Hopkinson, known more familiarly to all Huddersfield people as 'Hops' In the 1840s the founder of the firm, Joseph Hopkinson, began to manufacture safety mountings and valves for mill boilers in a workshop in Lockwood Road and by 1853 he had patented the compound safety valve. Fame and fortune followed and in 1871 the firm moved to larger premises in Viaduct Street. Soon Hopkinson's reputation spread world-wide and their valves played a part in the industrial development of many countries. More patented inventions led to further expansion and in 1904 the Britannia works was opened. It was unusual at that time for a town-centre firm to move to the suburbs but the location at Birkby offered the opportunity of further expansion if and when it became necessary. Later, the firm extended their activities into electrical valve control and for many years they were one of the foremost employers of labour in the town - so much so that most local people have either an ancestor, a relative or a friend who worked at 'Hops'

Immediately after Britannia Works notice Macaulay Road on the left. This has a connection with our next subject.

BIRKBY BREWERY. (13)

The building on the right at the corner of Wheathouse Road and Birkby Hall Road once housed a brewery which was owned and worked in the early nineteenth century by a Thomas Wilson. In 1842 Wilson sold the brewery to Thomas F Macaulay great great grandson of Alexander McAulay (sic) who came to Huddersfield from Scotland at the beginning of the eighteenth century and whose name is perpetuated in Macaulay Street in the town. T.F.Macaulay owned land adjacent to the brewery and it seems likely that when Macaulay Road was laid out sometime between 1893 and 1905 it was so named in his memory. Macaulay died in 1874 and his obituary describes him as a brewer so it would seem possible that brewing went on here until that time. However, when his property was sold shortly after his death, it was described as the Birkby Old Brewery Estate and 'old' in this context implies past rather than present use. By 1893 the property, still called Birkby Old Brewery , had been partitioned into separate houses and soon the old name was replaced by the rather uninspired 'Ingle Nook'

BIRKBY. (14)

Until the late nineteenth century there were few houses and little industry in

the Birkby area. It was the demand by a rising population for new housing and the concomitant dawning of the tramway era that led to the suburban development of the empty fields of Birkby. The steam trams which, by 1892, were running along St. John's Road and Wheathouse Road allowed people for the first time to live at some distance from their workplace. By 1895, new roads with long terraces of Victorian houses had made their appearance in the Bay Hall area and to the east and north east of Wheathouse Road. But as late as 1907 there was still a good deal of empty land to the north and north west (i.e. in front and to the left of Wheathouse Road) although encroachment of the area had started with the laying out of a short stretch of Grimescar Avenue as far as Storths Road.

As the century progressed the tall Victorian terraces gave way to houses of a more modern age, red brick, pebble dashed, semi-detached, and these filled in much of the land down to Grimescar Dike. The demand for housing was, no doubt, stimulated by the building of the Britannia Works. In addition, Birkby was perceived as a desirable suburb, within easy reach of the town but far enough away from the worst of its smoke and pollution. Two churches and a Baptist chapel catered for the spiritual needs of the new suburb whilst for recreational needs, Norman Park was opened in 1896 and there was the Huddersfield Cricket and Athletic Club nearby. In addition, pleasant Sunday walks could be taken through the Grimescar Valley which remained undeveloped until the 1980s.

GRIMESCAR DIKE AND CLOUGH HOUSE MILLS. (15) (P)

At the lowest part of Grimescar Avenue, just past Norman Road, stop briefly by a low brick parapet on the left. A small bridge is marked here on the 1893 O.S map and, although at that time there was no road leading to it from Birkby, there was a footway leading from it up the hillside to Halifax Old Road. This would later be developed as Alwen Avenue. The stream flowing beneath the bridge is the Grimescar Dike which once supplied water to three dams belonging to Clough House Mill over on the right. Until the nineteenth century the Dike meandered on its time-honoured course through the fields of Birkby, Bay Hall and Hillhouse to join the River Colne about one third of a mile upstream from Bradley Mills. In the Hillhouse area the stream, which for centuries was the boundary between Huddersfield and Fartown, is called the Hebble Beck. Originally, however, it was known as the Town Brook and it is tempting to think that from this important watercourse came the surname Brook which is, and always has been, numerous the Huddersfield area. This idea is reinforced by the fact that four

Brooks, Henricus, Willelmus, Johannes and Ricardus have their surname recorded as By-the-broke in the Huddersfield Poll Tax returns of 1379.

During the nineteenth century the stream was culverted in the Bay Hall and Hillhouse areas but nevertheless, with the aid of an old map, its course may still be followed to its confluence with the River Colne.

In 1896, Grimescar Dike became a pleasant feature in the newly laid out Norman Park. The stream was dammed to form a small lake below which the water cascaded over four or five stepped ponds before disappearing into a short culvert. An ornamental fountain, the sad remains of which may still be seen, was placed near the centre of the lake. Although today the stream still runs through the park, sadly, lake, ponds and cascades are gone.

As already stated, the dike supplied water to the dams of Clough House Mill which stood on the site of the now empty supermarket on the right. In winter the largest dam, which covered most of the area now occupied by the supermarket car-park, was often used by skaters who illuminated the scene by placing candles in the snow. All three dams were stocked with a wide variety of fish including gudgeon , chubb, perch, trout and dace and must have been an angler's paradise!

The mill is said to have been built circa 1820 although it may be earlier, as the 1797 map shows two small buildings on the site. In its early years it was worked by a large water-wheel, the water being brought from the largest dam along a short goit. The spent water was thrown off the wheel into a paved and walled tail-race. In 1854 the water wheel was replaced by a beam engine.

For thirty-five years, from 1854, the Scholes family of Clough House (see No.31) were in business at the mill as woollen and angora spinners and they added considerably to the premises. After the Scholes left in 1889 the mill was acquired by Messrs Armitage and Clelland, fine cloth manufacturers, whose business failed five years later. In 1895 the premises were bought by Messrs Middlemost Brothers, fancy woollen manufacturers, who continued at the mill until 1971.

Subsequently it was purchased by the Lodge family who demolished most of the old building to make way for Huddersfield's first hypermarket which was built in the lamentable tin and plastic style of the 1970s. At the same time the dams were filled in to provide that most necessary adjunct to modern life, adequate car-parking space. Later, the hypermarket was taken over by Asda who remained there until 1993 when they removed to a new site in Bradford Road. At present (1994) the building is vacant.

SECTION 2.

HALIFAX OLD ROAD. (16)

Until the late eighteenth century all traffic leaving Huddersfield for Halifax and the north went by way of Leeds Road, Hillhouse Lane and Cowcliffe Hill Road to Elland Upper Edge and so on to the river crossing at Elland. This route involved two very steep gradients, at Cowcliffe and Elland Upper Edge, which must have caused considerable difficulties to travellers, especially in winter. Consequently, in the 1770s 'Blind Jack' Metcalf was employed by the Huddersfield and Halifax Turnpike Trnstees to cut an entirely new road which would provide an easier route to Halifax . The new turnpike, which was opened in 1777, started near the Clough House at the bottom of Cowcliffe Hill and reached Elland Bridge via Grimescar Wood and the Ainleys. At the same time another new road was cut across the fields from the Beastmarket in Huddersfield to Willow Lane which, by avoiding Leeds Road, provided a more direct route from the town to Cowcliffe and the new route to Halifax. Because it was superseded by an even newer road to Halifax, the New North Road, Blind Jack's road through Grimescar Wood remains much as it must have been in 1781 when a visitor to these parts from Essex praised the 'distinct and picturesque views' he saw whilst riding along 'the new road from Huddersfield to Ealand' Until as late as the 1950s the road through the wood was regarded by many as an ideal route for a sedate Sunday walk but, alas, the excessive speed of modern traffic has put an end to this pleasant pastime.

GRIMESCAR WOOD. (17) (P.W.)

Whilst driving through the wood, notice how Blind Jack contoured his road round the deep valley formed by the small tributary of the Grimescar Dike and look out for the small bridge he built to carry the road across the narrowest part of the valley. Twenty five yards before the bridge a piece of rough ground on the left of the road provides a convenient stopping place to allow a view of the head of the stream, the valley floor, the bridge and the wood itself which, incidentally, is at its best in May when the bluebells are in flower. Despite the beauty and tranquillity of the scene today Grimescar Wood was, in the past, undoubtedly an area of much industrial activity because of the exploitation of its natural resources. The abundant trees provided timber for building and coppiced wood for tools, fences

and fuel as well as bark for the tanning industry and charcoal for the local iron forges. We know charcoal burners were at work here in the sixteenth century for there is a report, written in 1590, of '..certain colliers working in Grimescar in Fixby framing a pit to burn the charcoal' Another clue to past industrial activity is in the tortured ground surface, a result of delving for stone which, among other things, would be used for the bridge and the retaining walls of Blind Jack's road.

The earliest industry in Grimescar of which there is any record is Roman. If time allows, leave the car and walk to the bridge (but beware of the traffic!) and look over the parapet nearest to the rising hillside. It was in this area of the wood, by the side of the steeply descending stream, that the Romans built a kiln to manufacture tiles for the local forts of Slack, three miles away to the west and Castleshaw, ten miles away over the Pennine watershed. Centuries later the long abandoned kiln was discovered by the 'certain colliers' mentioned above. They described it as '... a certain work in the earth of most fine brick... most cunningly walled and having upon the top a very broad band of brickstone..with round edges wrought upon it and wherein were written divers Roman characters...'. The site of the tilery was lost again until 1955 when archaeological excavations revealed that the kiln had been built on a flat area about half way down the slope. All the raw materials necessary for production were at hand; nearby were bands of fireclay and sandstone, the former providing material for firing, the latter the blocks of stone needed in the construction for the kiln. The plentiful trees provided fuel for the kiln whilst the adjacent stream would also play a part in the manufacturing process. Artefacts found at the site indicate that the tilery was operating in the early part of the 2nd century A.D.

The clay beds exploited by the Romans appear to have continued as a valuable resource into later centuries along with the underlying coal seams. Nearby fields called Brick Fields suggest the extraction of brick clay in the past and there was certainly a brick kiln at work on the valley floor in the mid-nineteenth century. All traces of this, save for a few cinders, are gone but there is still evidence down there of another extractive industry.

Walk back to the car from the bridge and, on the way, look over the wall into the bottom of the valley. Those of our readers with sharp eyes will spot a rectangular iron fence standing on the valley floor, near to the stream. (N.B. it is only visible in the winter months before the trees are in leaf). The fence was put up to guard a shaft some fifty feet (15M) deep. Along with a few spoil heaps the shaft was, until recently, all that remained of the Grimescar Colliery which probably started work at the turn of the nineteenth century during the early days of mining for coal as opposed to gathering it from shallow day holes. The colliery, like its

neighbour the brick kiln, was still working in the 1850s but once the seams were exhausted, work ceased and by 1890 all the buildings had been removed. The shaft which was lined with glazed bricks was, however, only filled in in 1989.

Grimescar then, over the centuries has been a source of tile and brick clay, coal and stone. Its trees have provided building materials and fuel and the raw materials for a number of local industries. To us, today, it is a place of arcadian beauty but to the past inhabitants of the area it was something very different for they were the industrialists of their day and Grimescar was the source of their livelihood. N.B. Today the accepted spelling seems to be Grimescar rather than the older Grimscar.

GRIMESCAR ROAD. (18)

Please note that at the bridge Halifax Old Road becomes Grimescar Road. Just beyond the wood there is further evidence of coal getting in the area. Look out, on the left hand side of Grimescar Road, for a patch of thistles which, in the summer months, blooms brightly amongst the more mundane vegetation. When soil is disturbed a new plant species will quickly colonise the area of disturbance and such anomalies are worth checking on an old map. Here, the 1854 O.S map shows a small coal pit, abandoned, presumably, when the narrow seam was exhausted. After abandonment the thistles moved in and still today, more than a hundred and forty years later, they mark a scene of past industrial activity which, without their presence, might have gone unnoticed.

A little further along Grimescar Road look, over on the left, for a group of farm buildings near the valley bottom. Beyond them a triangular piece of rough ground marks the site of the workings of Burn Colliery which was operating here in the mid nineteenth century. By 1890, the colliery had closed and soon its underground passages were forgotten. Then, in the late 1980s, there was a dramatic reminder of their existence when, in a field near to Grimescar Road, there was a land collapse and a hole some ninety feet (27M) deep suddenly appeared. Coal Board officials who came to inspect the hole decided that the collapse ocurred because the old timbers supporting the roofs of the underground passages had rotted away. They also suggested that the fault could lie a hundred and eighty feet (55M) below ground level. It was lucky indeed that the collapse occurred in a field and not under a house. The area was made safe by filling the void with concrete.

Half a mile after the bridge, Grimescar Road is crossed by Brian Lane and whilst approaching the crossroads notice, to the left, the small settlement of Stone. Among the buildings is a recently converted house built at right angles to Brian

Lane. This was once Stone Mill, a woollen mill operating here in the nineteenth century, which doubtless employed some of the inhabitants of the small settlement.

On the right hand side of Grimescar Road the field running up to the top half of Brian Lane was once the tenter field for Stone Mill. Tenter-posts supported horizontal rails from which were suspended pieces of cloth secured to the rails by tenter-hooks. In this way the cloth was stretched and then it was left in the open air until it was dried and bleached.

Those of our readers who remember walking through Grimescar as children will also remember the sweet shop. This was a small wooden hut which stood at the junction of Grimescar Road and Brian Lane in the corner of the former tenter-field. It was run by an old woman who sold sweets and 'pop' to passers-by who, having walked from Birkby, were, doubtless, eager for refreshment. The shop was demolished after the Second World War but its site is marked by a short stretch of dry-stone wall, newer than the rest.

THE OLD ROAD TO HALIFAX. (19)

At the T junction, just before turning right into Brighouse Road from Grimescar Road, notice the alignment of the road opposite, also called Grimescar Road. This was the way the 1777 turnpike took to Ainley Top. From there it descended to the river crossing at Elland and reached Halifax by way of Salter Hebble Hill. Just beyond the last section of Grimescar Road the old route is now lost under the motorway.

BRIGHOUSE ROAD. (20)

When the M.62 was built in the 1970s a great deal of new road building went on in this area whilst old routes were discontinued or re-aligned. The first quarter-mile of our route along Brighouse Road is new but look out for a road coming in from the left, just after a sign for the Nag's Head public house. From this point Brighouse Road, although it has been upgraded, is following the line of the Outlane and Rastrick branch of the Huddersfield and New Hey trust road which was turnpiked in the early nineteenth century. However, the line of the road may be much older for some historians believe that the Romans came this way when they built a road to link their forts at Manchester and Ilkley.

The ornate building on the right hand side of Brighouse Road is the West Lodge of Fixby Hall. Just after the lodge the road runs along Fixby Ridge where the land to the left drops away steeply to reveal extensive views over Elland and Halifax to the hills above the Calder Valley. About half a mile past West Lodge

look out for Cote Lane running up the hillside on the right. Before the motorway, this was the continuation of Pinfold Lane and will be referred to shortly.

PINFOLD LANE. (21) (P)

At the end of Pinfold Lane the tour will at last join the route Ogilby described in 1675. However, there was an even earlier route from Elland Edge to Huddersfield and to see part of this, stop just before the right-angled bend in the lane. It will be immediately obvious that Pinfold Lane was realigned when the M.62 was built and that the original route of the lane followed approximately the line of the footbridge over the motorway. It then climbed the hillside by way of the previously mentioned Cote Lane on its way to the hamlets of Upper Cote and Lower Cote. But, more importantly, at the top of the hill a stile admits to a footpath which takes a direct line across Fixby Park and emerges at the other side into Cowcliffe Top. From there the footpath continues straight down the hillside to end near the bottom of Cowcliffe Hill Road. Because of the directness of the route it is very likely that this was part of the original highway from Elland to Huddersfield which was re-routed to take it away from Fixby Hall when the land was emparked. Considering that, for centuries, it has run through private parkland the highway's survival, albeit as a mere footpath, is remarkable and clearly demonstrates the power of right of way attached to such old routes.

The pinfold which gave the lane its name stood on the left hand side just after the bend but all traces of it are now gone.

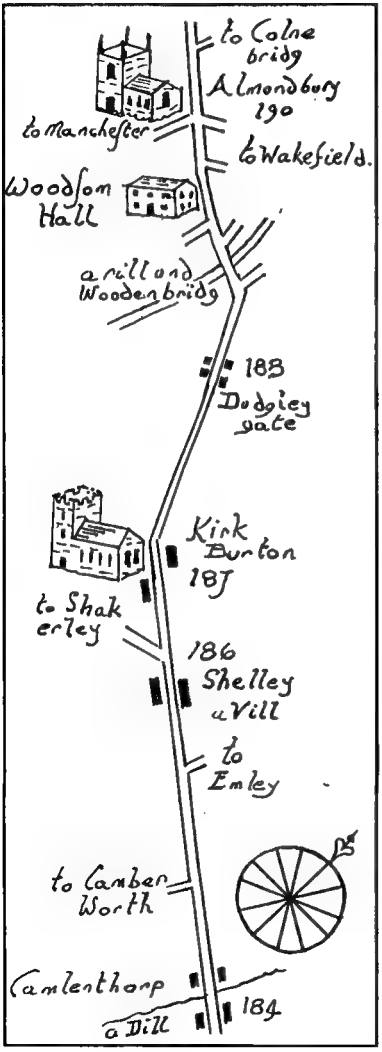
SECTION 3

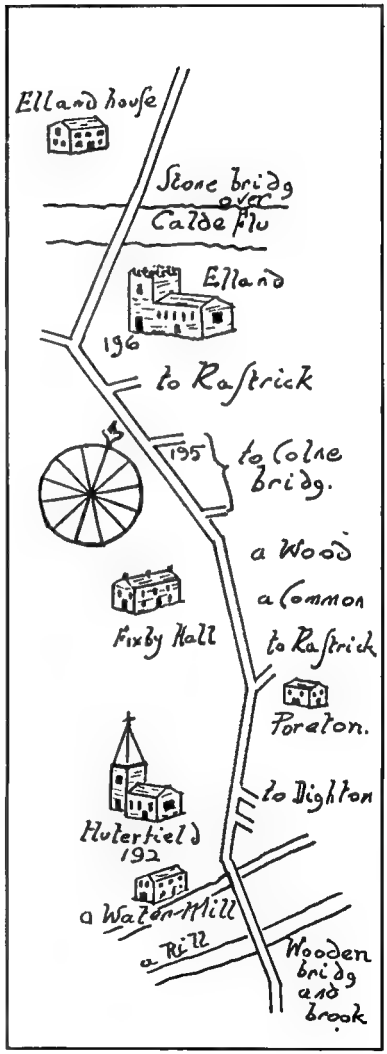
DEWSBURY ROAD. (THE OLD LONDON ROAD). (22)

After turning right from Pinfold Lane into Dewsbury Road our tour, at long last, joins the route described by John Ogilby in 1675.

A way to the capital was of growing importance in the seventeenth century because of the increase in traffic to the fairs and markets there. Ogilby was probably the first person ever to produce a route map which he did by showing roads in a strip fashion, indicating the turns by illustrated compass points. As well as towns and villages Ogilby marked rivers, bridges, hills, woods, commons, important houses, corn mills, churches and branch roads and, at every mile, the distance from London. The maps on the next page, which are based on Ogilby's, show his route between Elland and Kirkburton and give some idea of the amount of information available to travellers in the seventeenth century. Although W.B Crump in his 'Huddersfield Highways Down the Ages' calls Ogilby's route the Old

London Road it was not, of course, a purpose built highway. Rather it was a succession of pre-existing local lanes leading to local places which Ogilby arbitrarily linked to provide a convenient north-south route. If Ogilby could once more travel along the road he surveyed he would have difficulty in recognising it,





as great changes have occurred in the three hundred years between his time and ours. For example, the road has been widened, surfaced and probably straightened in places and shops, churches, factories, and hundreds of houses have appeared along its length together with street lights, post and telephone boxes, bus shelters and hoardings. The sad but unavoidable result of all this is that the Old London Road, despite its age, displays few signs of antiquity.

It is worth remembering that old routes were not exclusive and often, in the past, part of one route could become part of another. This certainly happened with the Dewsbury Road section of the Old London Road which, nearly a hundred years after Ogilby's survey, was turnpiked following an Act of 1759 'for the repairing and widening of the road from Dewsbury to Ealand' The two routes ran contiguously to Fixby where the older road turned towards Cowcliffe whilst the turnpike went forward towards Dewsbury by way of Fixby Road & Bradley Road.

In the past a great many wagon loads of stone must have rumbled along Dewsbury Road. During the building boom of the nineteenth century there was a great demand for the Elland Flag sandstone which outcrops at the top of the steep scarp slope at Elland Edge and several quarries were at work in the area. For example, to the north (left hand side) of the road between Pinfold Lane and New Hey Road, in an area roughly half a mile square, no fewer than eight quarries were being worked in the 1850s, some of them of considerable size as the name of one of them, Five Acre Delf, implies. The stone, which could easily be split into the so called grey slates, was used principally for roofing.

Shortly after crossing New Hey Road look out on the left for Slade Lane which Crump identifies as a branch road to Colnebridge marked by Ogilby as 195 miles from London. Near to Slade Lane is the appropriately named Round Hill which is an outlier of the Elland Flags. It is thought that in the distant past such isolated hills were used as lookouts where a warning could be sounded in times of danger and they were known, appropriately enough, as toot hills. Unfortunately, there is no record that Round Hill has ever been used as a toot hill and the fact that there is an area called Toothill only two thirds of a mile away must be regarded as a coincidence.

LIGHTRIDGE ROAD. (23)

Near Fixby, the Dewsbury turnpike and the London Road part company as the latter swings right into Lightridge Road to make its way southwards towards Cowcliffe and Huddersfield. On the 1854 O.S map Lightridge Road is called Eyes

Lane, a somewhat peculiar name which may possibly be explained by the fact that several adjacent fields are called Heys.

On the right hand side of Lightridge Road look out for the East Lodge of Fixby Hall, now the entrance to the Huddersfield Golf Club.

FIXBY PARK. (24) (P)

A little further down the hill, after the fork into Cowcliffe Hill Road, stop by the electricity sub-station on the left. From here it is possible to see, with a little neck craning, Fixby Hall and its park, now a golf course.

From the East Lodge to the top of Cowcliffe Hill the route skirts Fixby Park but, as mentioned earlier, a more direct route runs across the park and this, rather than the road through Ochre Hole, may have been Ogilby's London Road. Certainly in 1501, an area within the park, called Shepcott, is described as being on the side of the road from Elland to Huddersfield. Landowners, when they emparked their land would often re-route roads that ran inconveniently close to their doors but whether this happened before or after Ogilby came this way is a matter for conjecture. Unfortunately, the scale of his map is too small and the details too sparse to settle the matter but it is worth mentioning that he shows the hall very close to his road rather than at some distance from it. Also, in the region of the hall, the map shows the road running in a south easterly direction towards Huddersfield, which is what the footpath does, whilst the Lightridge Road-Cowcliffe Hill route, which Crump identifies as Ogilby's road, runs due south.

The old footpath still survives and may just be made out (binoculars would help) running in front of the hall beyond the bunkers, greens and fairways of the golf course.

FIXBY HALL. (25)

Fixby Hall was once the home of the Saville family and, later, the Thornhills but its greatest claim to fame comes through its association with that tireless champion of factory reform, Richard Oastler. Oastler worked as steward to Squire Thomas Thornhill and was resident at the Hall. In September 1830 Oastler wrote a letter to the *Leeds Mercury* which was published under the title 'Yorkshire Slavery'. In it he described the plight of '...the innocent victims at the accursed shrine of avarice who are compelled, by the thong or strap of the overlookers to hasten, half dressed to those magazines of British infantile slavery - the worsted mills in the town and neighbourhood of Bradford!' The letter impressed a number of men of like mind who formed the Huddersfield Short Time committee and who called on Oastler at Fixby Hall to invite him to assume

committee and who called on Oastler at Fixby Hall to invite him to assume leadership of the group. He was an ideal choice. His skill with both the written and the spoken word and the force of his commanding personality easily drew people to the cause and soon Fixby Hall was at the centre of the Ten Hour Movement.

By 1832 Oastler was ready to demonstrate the strength of his support. On 24th April he organised a pilgrimage to York which was attended by thousands of people from all over the West Riding. Oastler marched all the way, surrounded by his most devoted followers who were known as 'Oastler's Own' He made a passionate speech in the Castle Yard and then marched all the way back again and, after four days of walking, held another public meeting in the Market Place in Huddersfield. It was during this campaign that Oastler was nicknamed 'The Factory King'. So strong was the feeling, so great the agitation that some sort of change was inevitable. Three Factory Bills were debated in Parliament between 1831 and 1834 the last of which became law. This made illegal the employment of children under the age of nine and limited the working hours for those under thirteen to forty-eight per week. Those under eighteen would be allowed to work no more than sixty hours with no night work. Although the Bill went a little way towards the Movement's demands it was not the Ten Hours Bill they had hoped for, and, in fact, thirteen years were to pass before ten hours finally became law.

Oastler stood for Parliament twice as a Tory Radical, surely a most unlikely political alliance. He had great support among the voteless working classes who frequently ensured that the meetings of his Whig opponents ended in chaos. At this time, in the late 1830s, Oastler had channelled his energies into opposing the Poor Law Amendment Act, which was designed to replace the old method of outdoor parish relief with the new and inhumane workhouses, a system that was greatly resented in the north. In the General Election of 1837 Oasler who stood, he said, 'for alter, throne and cottage', lost by fifty votes. A year later, in the election called after Queen Victoria's Succession, he lost again, this time by only twenty two votes.

In that same year Oastler was dismissed from his post as steward of Fixby Hall by Thomas Thornhill who supported the new poor law. Later, Thornhill accused Oastler of misusing the estate finances and insisted on bringing him to trial in London. On the 10th July 1840 he was sent to the Fleet prison where he stayed for three years. On his release, which came after many deputations and much publicity in the press, Oastler returned to Huddersfield to be greeted, it is said, by ten thousand triumphant people. Thereafter, apart from an occasional foray into

public life whenever the Ten Hours Bill issue re-emerged, Oastler lived a quiet life until his death in 1861.

OCHRE HOLE. (26) (P)

If possible, stop in this picturesque little hollow to admire the delightful woodland scene, the setted ford and the waterfall on the left where the stream tumbles abruptly into a deep narrow valley in Dick Wood. Crump describes the road at Ochre Hole as '...one of the finest examples of an unturnpiked and secluded coaching road now remaining' Although the road surface has been much improved in recent years, the ford, the gradients and the line of the road can be little changed since 1675 and if Crump is right and this, rather than the footpath across Fixby Park, is the road surveyed by Ogilby then it is one section of his route he would have little difficulty in recognising.

The source of the stream which runs through the small wooded hollow of Ochre Hole is a spring which rises 300 yards (275 M) away from the ford, in Fixby park. Ochre Hole is more colloquially known as 'th' Ocker 'Oyle' and it may be that this pronunciation gave rise to a somewhat fanciful explanation of the name. It is said that, in the days before religious toleration, a Roman Catholic priest named Hocker ministered in secret to his flock in the Huddersfield area. A price was put on his head by those who opposed his faith and he sought and received succour and concealment at certain houses in the district whose occupants remained faithful to the Catholic cause. These houses, of course, were as well supplied with secret panels and underground passages as legend demands such houses should be. One day, after several years of escaping the law, Hocker's luck ran out. He had left Newhouse Hall at Sheepridge and was travelling along a quiet lane to Fixby Hall when he was caught and murdered by a small band of soldiers. It has been suggested that the dire deed happened at the ford and that thereafter the small valley took the name of the priest which, of course, would be pronounced in these parts without the aspirate.

Another, much more mundane, explanation of the name is that it comes from the colour of the water which, it is said, at times of flood has a redish tint although this is something we have never seen. From the waterfall the stream is called Allison Dike. It leaves Dick Wood in the Netheroyd Hill area and continues, culverted in parts, to join Black House Dike at Fartown Green.

Whilst travelling up the hill out of Ochre Hole notice on the right at the side of the road and about a metre above its surface, a few large stones among the vegetation. These are the remains of a causey laid here to provide a dry passage when the road was muddy. Causeys probably began to appear in the sixteenth century when the increasing use of packhorses led to a demand for a hard surface

which would be negotiable all the year round. Here at Ochre Hole the causey is on a raised bank and it may have been so laid. But it is equally likely that the road surface gradually sank over the centuries as a result of people and their carts and horses using the full width of the road in dry weather and so wearing it down. This process would, doubtless, be accelerated when the road became part of a north-south route. Raised causeys are to be found at the side of many of our old lanes, especially those with steep gradients, and their presence usually indicates a route of some antiquity. Where causeys stetched for some distance, the highways they bordered would become known as causeyways and still today the pavements flanking our modern roads are referred to as causeways, certainly by the older members of the community.

COWCLIFFE HILL ROAD. (27)

About a quarter of a mile past the ford look out for a large field just past the modern houses on the left. This was once the site of a sizeable quarry called Delves Fold which was working here in the 1890s. At the edge of the field nearest to the houses a row of trees marks the boundary between Fixby and Fartown. Although the trees do not look particularly old, interestingly enough, trees are shown growing along the boundary on the 1854 O.S. map. Until recent years the boundary was marked at the road side by an old stone inscribed 'Here Parts Fixby and Firtown 1764' The stone is now preserved in Ravenknowle Park behind the Tolson Museum.

THE VIEW (28) (P)

Just past the Shepherd's Arms stop at the top of Cowcliffe Hill to take in the view which encompasses much of the town and spreads beyond to two of Huddersfield's best known landmarks, the Victoria Tower on Castle Hill and the television mast at Holme Moss. As with all views from the hills overlooking the town, there is far more to be seen than we have space to discuss so we will leave the rest to our readers' discernment - with a little help from the following diagram.

View from top of Cowcliffe Hill Road.

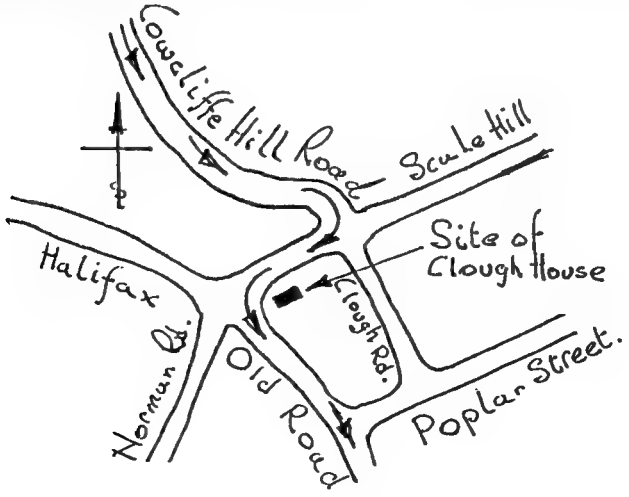
EDGERTON CEMETERY. (29)

From this altitude there is an excellent overview of Edgerton cemetery (see diagram) with its tower and twin chapels and this is a good a place as any to tell its story. By 1850, the graveyard at the Parish Church was full. It was estimated at the time that more than thirty-eight thousand bodies had been buried there and there was many complaints about the awful stench from rotting corpses and the disgusting scenes which were witnessed at every new interment. There was much agitated discussion about what could be done until, in October 1850, Joshua Hobson a local Radical, who had become Clerk to the newly formed Board of Works and who was much concerned with sanitary improvement in the town, published a recommendation that a new municipal cemetery should be created at Edgerton. The site, he said, was central for all the existing burial places and it was away from the main streets. He also suggested that the cemetery should have two chapels, one for anglicans and one for non-conformists. Perhaps his most persuasive argument, however, was that the new cemetery would be in a place where the prevailing winds would carry any emanations away from the town and not into it. What the inhabitants of Birkby, Bradley, Deighton, Dalton, Kirheaton and Mirfield thought about that, we are unable to say. Edgerton Cemetery was opened in 1855 and Huddersfield was saved any further embarrassment.

COWCLIFFE HILL ROAD. (30)

Whilst driving down Cowcliffe Hill Road try to imagine the difficulties this steep gradient must have presented to travellers in the past, especially in winter. This hill was one of the factors that led to the construction of a new road to Halifax in 1777.

Near the bottom of the hill be prepared to follow the road as it swings right to join Halifax Old Road (see map below).



CLOUGH HOUSE. (31) (P)

Immediately after turning left into Halifax Old Road stop in front of the Victorian houses to consider the site of Clough House which stood at right angles to the road and much nearer to it than the present houses. Describing the house in 1885 G.W.Tomlinson writes of '... a charming old building with four gables looking upon an old fashioned garden with grass terraces, full of solemn yew trees and sweet smelling flowers. Over the door is a tablet with the date 1697, and the letters, A.M. and F. above, over the tablet is a sundial numbering only summer hours'

It is thought that Clough house pre-dates 1697 by a considerable number of years and that the stone tablet was put up to record some alteration or extension carried out by Abraham and Mary Firth when they resided there. The first mention of a Clough House is found in a conveyance of 1549 and, although no location is mentioned, it seems likely that it was the house here at Birkby to which the document referred. Thereafter, the house is mentioned in a number of documents including the Hearth Tax of 1664 when Richard Hirst of the Clough House was

taxed on five hearths. This, at a time when the majority of people payed tax on only one hearth, gives some idea of the size and importance of the house.

Clough House, over the years, was to be the home of several well known Huddersfield families including the Brooks, the Hirsts, the Firths, the Macaulays, the Rhodes and the Scholes. Richard Oastler paid several visits to the house when the Rhodes family was living there and, on 25th August 1838, on the occasion of Oastler's final departure from Fixby Hall they demonstrated their sympathy and support by decking the house with bunting and banners and by giving him a tremendous ovation as he passed by, on his way to Huddersfield.

John Scholes, the last owner of Clough House, was one of a prolific family who had long been resident in the Fartown and Sheepridge areas. He bought the house in 1868 fourteen years after he and his father, Alderman George Scholes, had commenced business at Clough House Mills. During the course of two marriages he fathered fifteen children, five boys and ten girls. When he left Clough House in March, 1894 he made determined efforts to find a buyer who would preserve the old house but he was unsuccessful and in November,1897 the house and the estates were sold by auction to a building developer. In April, 1898 the first two villas were built in the old garden and in January, 1899 the house was demolished to allow for the widening of Halifax Old Road.

Before leaving the subject of Clough House notice, over the wall on the right hand side of the road, the now empty supermarket which stands on the site of the previously discussed Clough House Mills.

NORMAN PARK. (32) (P.W)

Whilst in the Clough House area, readers might like to take a short walk in Norman Park which may be reached through an entrance to be found directly opposite the bottom of Cowcliffe Hill Road. Here, a number of stones from Clough House were preserved in a quiet arbour to the right of the gate. They included the date stone, the sun dial and a number of capstones and finials all of which are shown quite clearly in a photograph taken in the 1930s. Sadly, the picture is very different today. The capstones and finials are gone the sundial has fallen (or been pushed) over, face down, and the date stone is so badly weathered and overgrown that it is only with the greatest difficulty that the date, 1697, can be made out. It is sad indeed that these few relics of an interesting old house were not deemed worthy of better protection.

Laid out in 1896 Norman Park was, in less sophisticated times, a popular amenity in the neighbourhood. Gone now are the local folk, dressed in their 'Sunday best' who would stroll decorously along the walkways to admire flowers,

trees and shrubs and lawns kept pristine by the many, always heeded, 'keep of the grass' signs. No more do bands perform for appreciative audiences on summer Sundays, no longer does the ornamental fountain play over the small lake into which, it was said, every child in Birkby fell, at least once. Gone are the children of those bygone days to whom the park offered limitless opportunities for such exciting games as hide and seek, cowboys and indians, cops and robbers, tag and tin-cat-squat. Gone too is the park keeper, universally known as 'Parky', whose retribution, if the children trespassed on the grass, could be swift and painful.

Today, alas, the park is run-down and somewhat neglected. However, flowers and trees remain and a short stroll around the walkways (and even across the grass) offers a chance at least of spotting something of the park's former glory.

SECTION 4

HILLHOUSE METHODIST (or TEAPOT) CHAPEL. (33)

About a third of a mile after the bottom of Cowcliffe Hill Road stop to consider the chapel, Wasp Nest Road and King Cliff Road.

Hillhouse Methodist Chapel was founded as a Free Wesleyan Society in the early 1870s by a breakaway group from the Brunswick Street Chapel in Huddersfield. From 1907 onwards small independent societies began to form themselves into the United Methodist Church and, as far as can be recalled, Hillhouse became part of this organisation towards the end of the First World War.

The chapel is generally known as t' Teapot and there are two explanations for this wonderful colloquial name, the first and most obvious of which is that it derives from the ornamental urn still to be seen on the gable. The second is that a great deal of money for the chapel was raised by that most ubiquitous of institutions the chapel tea. Whatever the reason, the members of the chapel were known throughout the district as 'Teapotters'

There are so many chapels on the route of our tour that it would be impossible to find space to detail the history of each one. However, 't' chapel' was so much a part of northern life that we felt we must include the 'feel' of one of them and as we have the reminiscences of a 'Teapotter', Mr. Harold Reynard, we feel we can do no better than quote a little of what he has to say:

'The activities at Teapot were considerable for in addition to the Sunday services, Sunday school and mid-week meetings both music and sport were available for all members and friends. In summer the Teapot Tennis Club occupied much of our time. We had two grass courts near Cosy Nook Farm at the bottom of Grimescar Wood. We had no water laid on at the club and the first

job after opening up on a Saturday afternoon was to fetch water from the farm and then get the old primus stove going. In the evenings, when it became too dark to play, we fetched fish and chips from Birchencliffe whilst other members laid tables and lit candles on the veranda. Sheer bliss!

The Whitsuntide treat was normally held at the Tennis Club but in the event of inclement weather we used Hillhouse Council School yard and held the races down Mead Street.

In winter, the Young Men's Club met in the Sunday school where we all fancied our chances at snooker, billiards, darts and table tennis. These activities took place four nights a week. Friday was the caretaker's night when he cleaned in preparation for the week-end.

As far as music was concerned one big musical production (in addition to t' Messiah) was performed each year between the wars. I recall three 'Quaker Girl', 'The Girl Friend' and 'Betty in Mayfair'. All very corny but marvellous fun to be involved in.'

Mr. Reynard's memories sum up so well the part played in the community by the local chapel. Religion, education, conversation, debates, meetings, bazaars and sales of work, entertainment, dances, choral societies, all these and more were available and freely enjoyed in those far off and less sophisticated days. But times change and, although its early members would have found it incredible, Teapot Chapel lasted less than a hundred years, finally closing its doors in 1962. Since then the building has been re-opened as an Islamic centre.

WASP NEST ROAD. (34)

More or less opposite the chapel notice Wasp Nest Road which is probably the start of a branch road marked by Ogilby as 'a lane to Rastrick' This is of some interest as, before Bradford Road was built, it was the original way from Huddersfield to Rastrick and Bradford. In its first section Ogilby's branch is followed by modern roads and goes by way of Fartown and Woodhouse Hill to Wiggan Lane at Sheepridge. From there it continues as a bridle path, significantly named Old Lane, through Fell Greave Wood to Bradley Road and by path again (Shepherds Thorn Lane) through Bradley Wood to Huddersfield Road at Toothill. From there once more in its twentieth century guise the road descends the steep Toothill Bank to the old bridge at Rastrick and so on to Bradford. For anyone interested in following old highways this route is clearly shown on the 1854 O.S map of the area which may be consulted at the Local History Library in Huddersfield.

KING CLIFF. (35)

The place name King Cliff, to be seen on a house on the right of Halifax Old Road, is interesting because of a slight possibility that it may have endured for a very long time indeed. The second element of the name is easy to explain. Behind the houses the land falls away sharply and 'cliff' was a word used by the Angles who settled in our area to describe such steep banks. The more intriguing first element could have developed from the Old English word 'cyning' which means chieftain and if so then, more than a thousand years ago, this area might have been the stronghold of an Anglian warlord.

However, it must be said that 'King Cliff' does not appear on maps of the area before 1854 and, although a name may survive verbally for many centuries, it seems more likely that the hill was known in the past as The Mount. This much more prosaic name is shown on the 1854 map alongside King Cliff. Incidentally, someone in the late nineteenth century must have had a different idea about King Cliff for when a new road was constructed near to the base of the hill it was called Beacon Street.

THE MIDLAND BRANCH LINE. (36)

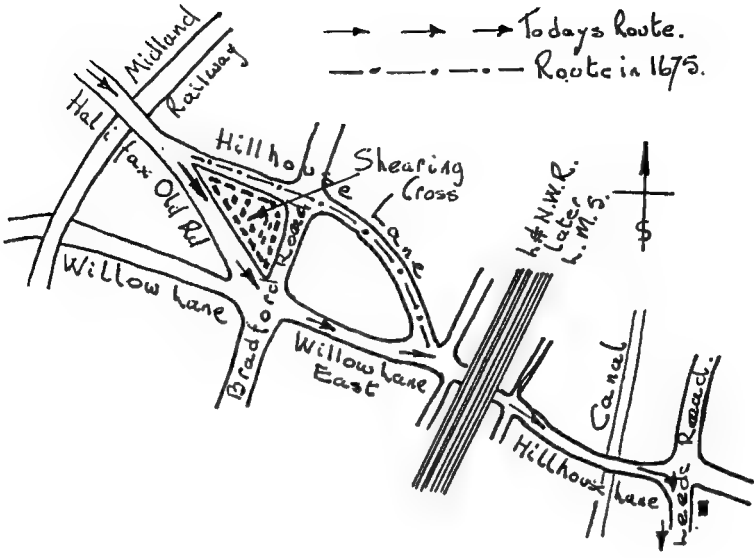
Two hundred and seventy five yards (250m) after King Cliff the road passes over a deep cutting dug at the turn of the century to bring the Huddersfield branch of the Midland railway towards its terminus at Newtown (see No.7.). This line which was the last to be built in the Huddersfield area was the first to be closed.

THE OLD LONDON ROAD AT HILLHOUSE. (37)

Shortly after the railway cutting, Halifax Old Road (and our route) veers slightly to the right towards the traffic lights at Bradford Road. It is likely that this short section of road was constructed when Bradford Road was built, in 1840, and that the original London highway went straight ahead along Hillhouse Lane all the way to Leeds Road (See map on page 31).

SHEARING CROSS. (38)

Before crossing Bradford Road at the lights notice the triangular piece of land on the left, bounded by Halifax Old Road, Hillhouse Lane and Bradford Road. This small area which, in the 1890s, was the site of more than thirty houses, was called Shearing Cross, a name that is now little used.



BRADFORD ROAD. (39)

In 1838 an entirely new road was cut to provide an easier and more direct route between Bradford and Huddersfield. It was built through Wibsey, Low Moor and Brighouse to Hillhouse where it joined the 1777 road from Huddersfield. Opened in 1840, this was the last turnpike road to be built in the Huddersfield area.

Crump, in his description of the Old London Road, says that it approached Huddersfield by way of Bradford Road and Northgate but as those roads did not exist in 1675 we feel this cannot be so. It is much more likely that Ogilby's road approached Huddersfield by way of an old highway which ran across the fields to the north east of the town and which was later to become part of the Huddersfield to Birstall turnpike - the Leeds Road of today (see tour 2 No.8)

HILLHOUSE LANE (40)

To reach Leeds Road from Hillhouse the London road must have followed the line of the present day Hillhouse Lane which was later to be crossed by the routes of two other modes of transport, a railway and a canal.

THE RAILWAY. (41)

The railway which crosses the road by means of a high viaduct is the main line into Huddersfield from Heaton Moor which was opened in 1847. In 1879 the London and North Western Railway Company received new powers to double its

lines in the Huddersfield area and the date 1880 prominently displayed in the stone work of the viaduct probably commemorates the time when this work was carried out.

THE HEBBLE BECK. (42) (P.W. - at discretion)

After the railway, Hillhouse Lane runs very close to the Hebble Beck which we first encountered as the Grimescar Dike at Birkby (see No.15). The stream flows along an open culvert at the far side of a piece of rough ground on the right hand side of the road. Here, in its lower reaches , it takes its name from the Hebble Bridge in Bradford Road but it seems likely that this is the water course called the Town Brook which is well documented in the history of Huddersfield.

The Town Brook plays an important part in confirming the antiquity of this part of the route. On Oldfield's estate map of 1716 the brook is shown running parallel with and very close to a road which can only be the present day Hillhouse Lane and as this was then the only north - south road in the area it must surely have been the way taken by Ogilby in 1675

If a parking space can be found, stop in Hillhouse Lane to take a short walk over the bridge and down the steps to the canal bank. Just a few metres from the steps look for a gap in the buildings on the opposite bank through which it is possible to see the Town Brook as it enters the culvert which takes it underneath the canal. It is interesting that, despite being culverted for much of its length and despite the enormous changes that have taken place in the intervening years, the stream and the important junction of Hillhouse Lane and Leeds Road still lie as close together as they did when Oldfield drew his map nearly three hundred years ago.

THE CANAL. (43)

In 1774 an Act of Parliament authorised the construction of a canal from the River Calder at Cooper Bridge to a terminus near the King's Mill on the River Colne. The work, which was completed in 1780, resulted in a broad canal just over three and a half miles long with a total rise of ninety three feet through nine locks. The Sir John Ramsden Canal (so called after its sponsor) joined the Calder and Hebble Navigation through a storm lock at Cooper Bridge and so gave Huddersfield a waterway link with Wakefield, Leeds and the Midlands. Unlike the Huddersfield Narrow Canal the Ramsden Canal has always remained navigable along most of its length and in the 1970s it underwent something of a renaissanas a result of the growing popularity of pleasure boating. The present-day bridge which carries Hillhouse Lane over the canal was built in 1905. Despite the all pervasive

influence of Kirklees the bridge is still embellished with the Coat of Arms granted to the Borough of Huddersfield in 1868.

In the mid nineteenth century, between the canal and Leeds Road, there was a colliery on the left hand side of Hillhouse Lane and a dyeworks on the right. The names of these, Lane Colliery and Lane Dyeworks (later Lane Mills) suggest that Hillhouse Lane was originally simply the Lane. If so, this is another confirmation of antiquity for when it was the only route in the area, no other identification would be necessary.

LEEDS ROAD. (44)

In 1765 a new turnpike road was constructed along the Lower Colne Valley to provide Huddersfield with direct access to Cooper Bridge and thence to Birstall and Leeds. However, there is no doubt that the first mile of the new road followed the route of a pre-existing footway that left Huddersfield by way of Lower Head Row and petered out in the fields to the north east of the town (see tour 2 Nos. 8 & 15). Oldfield's map clearly shows that the present day Hillhouse Lane joined the old footway about halfway along its length and so it is fairly safe to say that here, at the junction, the old London Road turned right to take a route into Huddersfield later followed by the present Leeds Road and Old Leeds Road.

THE MARKET TAVERN. (45)

Whilst turning right into Leeds Road notice, on the left, the Market Tavern. This was once called the London Tavern or the London Town but the fact that it stands at the side of the old road to London is purely coincidental.

THE BUS DEPOT. (46)

The large red brick building on the right hand side of Leeds Road was built as an extension to the tramway depot in Great Northern Street. It was constructed by the Local Authority and opened in September, 1928 to commemorate the Diamond Jubilee of the formation of the Borough. Prior to its building buses were stored at the Longroyd Bridge tram depot and in the fairground in Great Northern Street.

It may be appropriate here to mention that Huddersfield Corporation was the first local authority to operate its own public transport service which began on the 11th January 1883. From modest beginnings, using steam powered tramcars, the service grew and by 1900 covered thirty miles of track. A year later work began on the electrification of the system and soon, most of the outlying districts of Huddersfield could be reached by a cheap tram ride. However, as time went by trams were perceived to be noisy and cumbersome and the permanent way a nuisance to other road users and so, during the 1930s, they were gradually phased out and replaced by quieter and more pliable trolley buses which themselves were

made redundant in 1968. Thereafter, all areas were served by motor buses whieh had been operating on some routes since the 1920s.

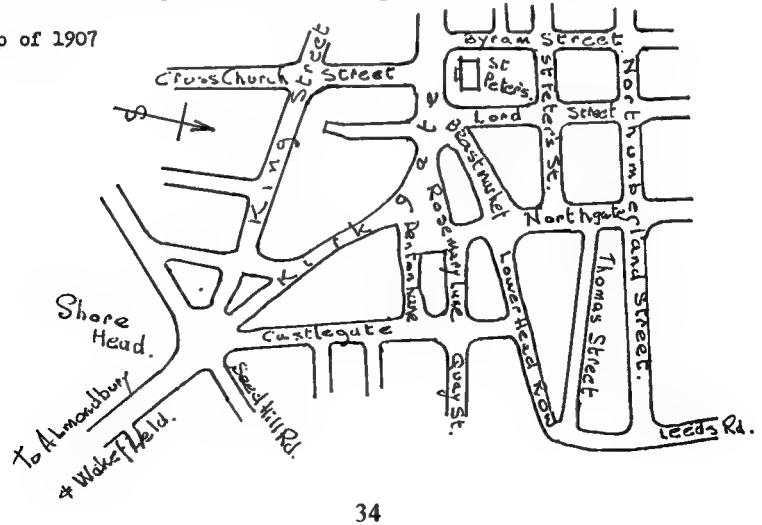
BEAUMONT STREET. (47)

Just after the bus depot notice the now blocked off Beaumont Street which was once the route taken by the engine and coal trucks of the Huddersfield gasworks railway. The track of this small railway, which was opened in 1922, ran for approximately three quarters of a mile from the gasworks in Leeds Road, along the centre of Beaumont Street and across Bradford Road to the Newtown sidings.

In the twenty-five years of the railway's existence a small steam engine hauled some five million tons of coal from Newtown to the gasworks and, of course, an equivalent amount of coke on the return journey. The engine, which was affectionately known as the 'Beaumont Street Flyer', was always preceeded by a flag man who would make sure that the line was clear of pedestrians and traffic. At the time of writing (1994) the lines of the old railway may still be seen in the centre of Beaumont Street.

OLD LEEDS ROAD. (48) (P at discretion)

Whilst driving up the new section of Leeds Road towards the ring road look out, on the left, for the entrance to Old Leeds Road which was the way Ogilby's Road took into Huddersfield and towards Shore Head. Because of modern building and road realignment this section of the old route is lost and so, briefly, the tour must follow more modern roads to rejoin the London Road at Shore Head. However, Old Leeds Road is an excellent place to stop so, if time allows, drive along it as far as Quay Street and stop there to consider, with the help of the map below, the roads as they used to be in this area. N.B. This option is a small diversion and not part of the tour as given in the directions.



It is important to remember, when considering Ogilby's route, that Northgate was not a through road until 1777 and before that, traffic approaching Huddersfield from the north followed the line of the present day Hillhouse Lane, Leeds Road and Old Leeds Road. A glance at our map will show that there was a direct connection between Old Leeds Road (Lower Head Row) and Shore Head via Castlegate and, as the connection is shown as early as 1717, it seem likely that this 'bypass' was part of Ogilby's route to the south.

After 1777, Northgate provided a more convenient access to the town but until 1932, when Southgate was built, there was no direct connection between Northgate and the Shore Head junction and through traffic would continue to use the old route along Castlegate. Alternatively, travellers leaving the town itself for the south would approach Shore Head by way of Kirkgate, which name, until quite recent times applied to the whole stretch of road from the Market Place to Shore Head.

The system of roads in this area has been drastically altered in recent years. The lower part of Northumberland Street has been replaced by a new section of Leeds Road on roughly the same line. Castlegate has disappeared as have the roads that gave access to it from the town, Denton Lane and Rosemary Lane, although the latter is remembered in the address of the Huddersfield Hotel, 1, Rosemary Lane. And along with the streets have gone the courts, folds, yards and terraces and the mutitude of houses, shops, factories, workshops and inns all of which made the Northgate, Southgate and Castlegate thoroughfares one of the most densely populated areas of the town.

It has been suggested by some local historians that the suffix 'gate', found in several of Huddersfield's street names, denotes antiquity as the word derives from the Old Norse word 'gata' , meaning street. However, whilst some streets so named are undoubtedly old it is doubtful that their 'gate' names date back to any earlier than the last decade of the eighteenth century. For example, on a map of 1778, Kirkgate, Northgate and Westgate are called Church Street, North Street and West Street respectively. Castlegate is called Low Green and the present day Oldgate is described as Bridge or Mill Street. It may be, of course, that at the time the map was published an attempt was being made to modernise the names of these streets but as there are no 'gate' names in earlier references to them it seems more likely that they were re-named to give them a feeling of age at a time when several new streets were being built in the town. Two other gate names are definitely modern. Southgate dates from 1932 and Queensgate came into being with the construction of the ring road. At the time of writing, Kingsgate, which threatens to

destroy more of the old layout of the town, is still in the future. Before leaving the subject of 'gates' we should mention that one old name, Castlegate, has been revived and, for some reason best known to the planners, transplanted to quite a long stretch of the ring road at some distance from its original location.

N.B Those who took the Old Leeds Road option should now return to Leeds Road and the route of our tour as it turns left into the ring road. (s.p. M.1, Oldham, Sheffield, and Wakefield A642).

THE MECHANICS' INSTITUTION. (49)

Before turning left at the lights notice, straight in front, at the bottom of Northumberland Street, the now defunct Friendly and Trades Club. This building started life as the premises of the Huddersfield Mechanics' Institution which, from its beginnings in the town as the Huddersfield Young Men's Mental Improvement Society, had provided an elementary education for youths and young men. By 1843, when the name Mechanics' Institution was adopted by the society, there were a hundred and eighty two students attending classes in reading, writing, arithmetic, grammar, drawing, design, geography and French.

After twenty years of using rented rooms in various parts of the town the Institution finally opened its own purpose built premises in Northumberland Street in 1861. In that year there were over seven hundred active pupils taught by twenty paid and twenty five voluntary teachers. Twenty years later, the Institution, with the co-operation of the Chamber of Commerce, established the Huddersfield Technical College in Queen Street South and the building in Northumberland Street was occupied by the Friendly and Trades Club which was opened in 1886.

NORTHGATE. (50)

On turning left at the lights, the tour follows the route of Northgate as far as the Beastmarket. Unlike the so called Castlegate stretch of the ring road, this section has no road signs to tell us whether the planners have retained the old name or changed it and, unfortunately, even the Kirklees Street by Street map is less than clear on this point. So - this part of Northgate may now be Southgate but for the purposes of the tour we will refer to it by its original name.

When the 1777 turnpike to Halifax was built it incorporated a pre-existing lane which ran from the Beastmarket area and petered out after about three hundred metres in the fields to the north of the town. The present day Northgate follows much the same route as the old lane which, in its early days, was called Norbar or, occasionally, North Barr. Such a name suggests the bar houses of the Turnpike Era but, in fact, there are references to Norbar two hundred years before

that time and, in his 'Old Huddersfield 1500-1800', Dr. George Redmonds suggests that the North Bar was originally a barrier erected to prevent animals straying on to the town fields. As early as 1716 Norbar was a residential area, for the map of that year shows houses on both sides of the lane.

After Norbar became part of the turnpike to Halifax the name was changed to North Street and after about 1800 to Northgate although, doubtless, the old name would continue to be used orally for many years.

On the right hand side of Northgate notice the building at the bottom of St. Peter's Street, part of which is now a bookmaker's. This was once the Northgate Infant School which was set up under the aegis of the National Society.

TOMLINSON'S YARD. (51)

A little further on, also on the right, Tomlinson's Yard was for many years the site of Hayley's shoeing forge which started trading in the yard in the 1860s and continued until well after the turn of the century. Like many of Huddersfield's once thriving yards Tomlinson's is empty now and rather desolate and the only remnants of the once flourishing business are the flagged floors and drainage channels of the forge and stables.

THE BEAST MARKET. (52)

In 1671, King Charles II granted to Sir John Ramsden a Charter to hold '..one market in the town of Huddersfield on Tuesday in every week for ever, for buying and selling of all manner of goods and merchandise...'. At first, the general market was held in the newly laid out Market Place at the top of Church Street (Kirkgate) but as time went by, speciality markets developed elsewhere. The corn market, for example, was located behind Tomlinson's Yard in the area bounded on the east by the present day St. Peter's Street, on the west by Kirkgate and on the north by the wall of the Parish Church graveyard. The establishing of the corn market led, naturally enough, to the residential and industrial growth of the area and by 1778 there were a number of houses, barns, inns, stables, workshops and warehouses clustered round the small open space where the market was held. By that time also the town's cattle market was located in the same general area and it may be that this came to be more important than the corn market as the place name Beast Market has survived to the present day.

A hundred years later the area had become a warren of yards and alleys although the buildings adjacent to the church yard had been removed to make way for Lord Street. A number of nearby inns and beerhouses provided hospitality for visitors to the market and adequate stabling for their horses. These included the

visitors to the market and adequate stabling for their horses. These included the Spotted Cow, the Royal Oak, the White Horse, the Boy and Barrel, the Shears and the Bull's Head. The latter, incidentally, may be seen from Northgate although its old name, incised in stone over the entrance, is somewhat eclipsed by 'Johnny's' more modern sign.

The Beast Market ceased to be used as such in 1881 when a new cattle market was opened in Great Northern Street. Owing to clearance in recent years the area is once more an open space although one old house remains, the address of which is The Wells, Beast Market. The name Well or Wells is frequently mentioned in Huddersfield's history and it probably goes back to the earliest days when, long before the markets were established here, this was the site of the small town's original water supply.

SOUTHGATE. (53)

At the bottom of Kirkgate the tour joins Southgate, the construction of whieh, in 1932, led to the demolition of a great deal of old property in Rosemary Lane and Denton Lane. Until 1932 the way to Shore Head from the town lay along Kirkgate (the present day Oldgate) or Castlegate and between these two streets there were a number of yards, the best remembered of which is Post Office Yard. As the name suggests this was the site of Huddersfield's first post office where, in the days before the penny-post, the post mistress, Mrs. Murgatroyd, marked the price on each letter which had to be paid on delivery. Mrs. Murgatroyd was assisted by a Mrs Broadbent whose job it was to attend to all deliveries. The post office was moved to more convenient premises in New Street in the 1830s.

Post Office Yard was also the site of one of Huddersfield's first theatres, the New Theatre, which flourished there, between 1816 and 1836, in a large converted barn. A great favourite with audiences seems to have been Barnum's Circus which performed there several times during the theatre's twenty year life.

During the second half of the nineteenth century Post Office Yard and several other yards and courts on both sides of Castlegate became notorious for their overcrowded lodging houses where the poorest members of the community, many of them Irish immigrants, lived in appalling squalor. As an example, one small two-roomed house in this area was occupied by two married couples, their fathers, three young men and five children - and perhaps they counted themselves lucky for other families lived out their days in a single room or even a cellar. Poor ventilation, inadequate drainage, open cesspools and communal privies ensured a high incidence of disease and epidemics of scarlet fever, small pox, cholera and typhoid were not uncommon. In 1914 an attempt at improvement was made when

the Kirkgate tenements were built to replace the older meaner houses in Post Office Yard but the slum dwellings on the other side of Castlegate remained until the 1930s.

Today, of course, Southgate runs through the site of Post Office Yard and it is now difficult to pinpoint its exact location but, relating its position to the blocks of tenements on the right hand side of the road, the entrance to the yard was somewhere in the region of the second block.

SHORE HEAD. (54)

Approaching the roundabout at Shore Head we are nearing the point where we regain the London Road which came in along the now lost Castlegate and joined Southgate roughly in the area of the present day petrol station on the left.

Two other roads joined the London Road at the Shore Head junction which, because of the destination of one and the name of the other, must date back to Huddersfield's earliest days. One of these, which followed the present day Oldgate, was the way out of the town to the manorial corn mill at Shore Foot. The other took a route which is roughly followed by the ring road as far as the new market hall and then by Ramsden Street and High Street to Outcote Bank. From there it aimed for the river crossing at Longroyd Bridge and ultimately for the road over the Pennines at Marsden. From Shore Head to the top of High Street this old road was called Back Green and the 1716 map shows it running along a broad strip of uncultivated green land between a number of long, narrow agricultural closes which, from their shape, could well have been remnants of Huddersfield's open-field system. If this is so, then Back Green, in the days before enclosure, would have been the balk where the ploughs working up and down the communal strips were turned. Green balks were a common feature in open-field farming and, because they remained uncultivated they were often used as a convenient route across large stretches of agricultural land. By 1825, much of the area had been developed and Back Green had become Ramsden Street and High Street although the old name continued to be used for a short section of the road near Shore Head for another quarter of a century.

In the early years of the nineteenth century a new road was constructed along the line of an old footway from the Shore Head junction into the town. This was King Street which, together with the slightly earlier Cloth Hall Street, provided a direct and impressive approach to the Cloth Hall.

In recent years Shore Head has been subjected to many alterations. Roads have been realigned and widened, old buildings have been demolished and new ones built and now a large roundabout and traffic lights control the road junction where,

in earlier centuries, travellers from north, east and west joined the only local highway that led to the south from this side of town.

Today the most tangible link with the old days is, perhaps, the name Shore which has remained , virtually unchanged, for at least four hundred years. 'Shore' probably shares a derivation with the word sewer, used in the sense of an open drain. It is first recorded locally as le Schoyr in the mid-sixteenth century and the definite article, together with the fact that there was a 'head' and a 'foot' reinforces the idea that the Shore was a linear feature such as a culvert or ditch which was an important enough landmark to give rise to a lasting place-name.

SEED HILL. (55)

Once the site of a large tenter field, Seed Hill was probably so named because of its proximity to the manorial corn mill. Because of the changes that have occurred in the Shore Head area it is difficult now to designate precise locations but it is fairly safe to say that Seed Hill is the area now largely occupied by Sainsbury's supermarket and car-park. It was in this area that St. Peter's School, the first elementary school in Huddersfield, was opened in 1818 by the National Society for the Promotion of Christian Knowledge. The school stood on land rented from the Ramsdens, the rent being 'one red rose at the time of roses if one be demanded'

During the first half of the nineteenth century one or two sizeable houses made their appearance on the empty land behind the school. These were surrounded by ornate, tree lined terrace gardens and the area must, at the time, have been regarded as one of the fashionable quarters of the town despite its close proximity to the Castlegate slums. By 1905 only one small garden remained and the area had declined, a process accelerated, no doubt, by the building of a large laundry nearby. Since then Seed Hill has seen a number of businesses come and go including that of Norman Hopkinson - known locally as 'the pot man' More recently, Brockholes car showroom was swept away to provide space for the supermarket, one of several of these temples of the late twentieth century that have been built in or near to the town. At the same time the road was widened and Seed Hill lost its separate identity.

SHORE FOOT MILL. (56)

After negotiating the lights at Shore Head we are once again on the route of the London Road and it is in this area that Ogilby marks a water mill on his map. This was Huddersfield's manorial corn mill at Shore Foot which stood on a site now covered by the University car park.

In feudal times a mill probably existed in every manor, ereeted by the lord of the manor, or his agent, close to the main stream. To build a mill was an expensive job involving the carting and dressing of building stone, the use of special timbers and much skilled civil engineering of goits and sluices as well as the provision and dressing of the mill stones themselves. Feudal owners, therefore, came to insist that the manorial mill ground for the whole district at a definite charge and, further, that the tenants should be responsible for repairs to the wheel and the dam. Thus the manorial mill was a profitable investment for the lord of the manor and of some benefit to his tenants as it saved many tedious hours of hand grinding. However, transport to the mill from remote parts of the manor was difficult and the fees charged were expensive and the lord's monopoly was often a cause of deep resentment.

Although it is known that a corn mill was working in Huddersfield some eight hundred years ago it is impossible to be sure that the original mill was at Shore Foot. Dr. Redmonds has found references in the early sixteenth century to the 'mill at the Shore' so there can be no doubt that the site is of a certain antiquity.

It is thought that in its early days as well as grinding corn, the mill also worked fulling hammers and in later centuries was probably concerned with other aspects of the textile industry. Certainly, for a good many years towards the end of the eighteenth century the Akinson family ran the mills as they ran several other textile mills in the area including Bradley Mills (See tour 2 No.17) and Colne Bridge Mills where, in 1818, a disastrous fire killed seventeen young girls.

Shore Foot Mill continued to grind corn until circa 1915 and although, because of its position, its demolition was inevitable, it is rather sad that its presence is now largely forgotten as its past importance is undeniable and its story of some interest.

The mill was built at some distance from its only possible source of power, the River Colne, and its working was made possible by the digging of a goit or head race some three hundred yards long (273 metres) to bring water from the river to the mill wheel. The head of water necessary to feed the goit was provided by the building of a large weir across the bed of the river and the flow was controlled by sluices at each end of the goit. Another slightly longer goit was dug to carry the spent water across Aspley Common to rejoin the river about a quarter of a mile downstream. The initial work involved in all this must have been considerable, as must the subsequent maintenance and rebuilding of the weir and goits which were more than once damaged by floods, and it is gratifying that the weir and part of the head race remain to this day to remind us of one of the town's great enterprises.

Near to the site of the mill, on the right hand side of the road, there still stands a building of some antiquity. This was a woollen warehouse and it was probably once associated with the mill as it was tenanted in the 1780s by a member of the Atkinson family. For several years, during the 1970s and 80s, the building stood empty and there was much debate about its future, whilst all the time its

condition deteriorated, and it seemed likely that it would be left to tumble down into ruin. Then, in the late 1980s, along came a developer who sympathetically converted the warehouse into dwelling apartments and in so doing saved what must be one of the oldest industrial buildings in Huddersfield.

ASPLEY COMMON (57)

After Shore Head the London Road made its lonely way across Aspley Common towards the river crossing at Huddersfield Bridge. The name Aspley means a clearing in the aspen trees but although a clearing implies agriculture the area, in 1675, was probably uncultivated common land. It was also empty of buildings when Ogilby came this way and it was to be another hundred years before Aspley began to be developed, a process that owed a great deal to the building of the canal basin.

ASPLEY BASIN. (58)

The Ramsden Canal was brought through to its terminus near the King's Mill in 1780 and subsequently Aspley Basin was developed in an advantageous position near to the town. With its wharves, docks, warehouses, cranes and weighing machines the Basin was for many years a scene of bustling activity where horse drawn barges were loaded and unloaded. Coal, lime, stone, timber, slates, corn, machinery and textiles, all these and more were carried along the canal, and although transport was slow by modern standards it was much easier, and cheaper at one shilling and sixpence (7½p) a ton, than carrying goods over the difficult roads of those times.

The importance of the Basin was increased when, in 1811, the Huddersfield Narrow Canal was finally opened through the Pennines to link up with the western waterways and ports thus putting Huddersfield at the centre of a cross country trade artery. Activity at Aspley Basin continued for some hundred and fifty years although, of course, the railway and, eventually, the improved roads took an ever increasing amount of business away from the canals. Shortly after the Second World War the Narrow Canal was abandoned and although the Ramsden Canal continued to be navigable, albeit with some difficulty, there was no longer any trade and the wharves and warehouses at Aspley were left to decline.

Then, in the late 1960s, the growing popularity of pleasure boating as a leisure activity encouraged the refurbishment of the Basin and the concomitant improvement of the Ramsden Canal was largely due to the efforts of those canal-boat owners who regarded reaching Huddersfield by water as something of an adventure.

More recently, the Huddersfield Canal Society, formed in 1974, has lobbied long and hard for the restoration of the Narrow Canal and their labours were rewarded here at Aspley when the channel beneath Wakefield Road, which provided a link between the two canals, was cleared and restored.

The scene at Aspley Basin is now dominated by a restaurant and by an unfortunate bridge which owes more to the style of Japan then to that of the West Riding. The restaurant, which was built in the mid 1980s on the site of some old coal bunkers, was opened as an 'American Diner' Since then it has passed through Italian and French phases but not yet a Japanese phase which, in view of the bridge, might be more suitable.

SOMERSET BRIDGE. (59)

When Ogilby reached the river Colne he marked it as a brook crossed by a wooden bridge. This was the bridge shown as Hothersfield Bridge on the 1634 map of Almondbury. Presumably it was of frail construction and built low down near to the water as it seems constantly to have been in need of repair. For example, it was repaired by the Wapentakes of Agbrigg and Morley in 1638 and yet, only four years later, it was reported that ' Huddersfield Bridge beinge a very useful and necessary bridge for the countrye is through the violence of the water decayed and quite taken away.' At that time £30 was made available to Sir John Ramsden who was required to see the money 'husbandly bestowed' for repairing the bridge.

In 1699 the wooden bridge was replaced by one of stone and when John Warburton surveyed the road in 1719 he described a stone bridge of three arches over Huthersfield Water. This seems to have been a narrow humped structure built, like its wooden predecessors, at a low level and it, too, needed rebuilding after being damaged by floods in 1744. It was decided at that time to reduce the number of arches from three to two to allow the water to have a freer course and save the bridge from the worst buffeting of the water. Subsequently the width of the bridge was increased from twelve feet (3.64 metres) to twenty-two feet (6.66 metres) and the parapets were raised.

By the mid nineteenth century the bridge, which was once described as 'looking as near as possible and not very much wider than an elephant's back', was having to carry much more traffic than was ever intended. The approaches were very steep and the gradients made the driving of vehicles across the bridge quite dangerous. The footpath over the bridge was very narrow and was often encroached when two or more vehicles attempted to cross at the same time.

By 1860 moves were afoot to replace the old bridge and on 6th. January 1864, at a meeting of the Improvement Commissioners, Mr. Clough, the clerk, reported that on the previous day at the Wakefield Sessions he had succeeded in getting a True Bill against the inhabitants of the West Riding for the nuisance in respect of the Long Bridge at Aspley, which gave the Magistrates power to make it imperative that the bridge should be widened. He stated that thirteen hundred vehicles passed over the bridge in one day together with eighty four omnibuses and ten thousand pedestrians.

However, nothing seems to have been done until after the Incorporation of the town when the new borough, in the Improvement Act of July 1871, received power to take down and remove the bridge over the River Colne known as the Long Bridge of Huddersfield and construct a new bridge also to be called the Long Bridge of Huddersfield. The county authorities were to contribute £3000 out of the county rate and the Council persuaded Sir John Ramsden not only to give the land necessary for widening the approaches but also to contribute £1000 towards the cost of the new bridge.

Early in 1872, under the direction of Mr.J.H.Abbey, the borough surveyor, work began on pulling down the old structure. A temporary wooden bridge was erected for use during the alterations. The foundation stone of the new bridge was laid on 20th September 1872 by the then Mayor, Alderman Wright Mellor, and on the 4th October 1873 the keystone was fixed by Mr. James Jordan, the chairman of the Bridge Committee. On that day it was decided to change the name to Somerset Bridge to honour Lady Guendolen Ramsden, daughter of the Duke of Somerset, who had agreed to open the bridge.

The new bridge contained only one arch which spanned seventy feet (21 metres) and rested on the springers of two abutments. The height of the arch from the bed of the river was twenty feet (6 metres) and the roadway, which was perfectly level, was thirty feet (9 metres) wide. The bridge was provided with foot paths nine feet (2.7 metres) wide on each side and the handsome parapet of Newry granite was four feet (1.2 metres) high.

In true Victorian fashion the opening, on 25th May 1874, was one of great celebration and the streets leading to the bridge were elaborately decorated with flags and bunting. A grand procession composed of public bodies, fire brigades, volunteers and yeomanry paraded from the council offices to Aspley. At the appointed time, with all the dignitaries in position, Lady Ramsden released a bottle of champagne to smash against the parapet and declared the bridge open.

After the opening, the proceedings seem to have deteriorated into something of a farce. It had been intended that Sunday school scholars and some

members of the Choral Society should sing three hymns to the accompaniment of a brass band in Greenhead Park. However the day was rainy and the musical director, Mr. Stocks, was told that the procession might not reach the park so he directed his singers to St. Georges's Square. The procession did not reach there either which was, perhaps, fortunate as only a few children turned up. Consequently, the hymn singing was abandoned. Mr. Stocks, however, did not give up easily and later he conducted the Choral Society as they sang in Greenhead Park. Unfortunately, by this time spirits had been completely dampened and there was no audience Nevertheless, the Society sang several glees in the rain which, it was reported, fell in a most uncomfortable misty manner all day.

Many local people will remember Somerset Bridge which lasted as built until the road improvements carried out between 1964 and 1967. It exists still at the core of the present day bridge but its appearance is completely disguised although some of the old footings may still be seen among the more modern work by anyone who cares to view the bridge from below.

Incidentally, Ogilby, in 1675, gave the distance between the bridge and the top of Almondbury Bank as nine furlongs. The term furlong was, for centuries, used to describe an eighth part of an English mile (220 yards) and our readers might find it interesting, three centuries later, to check the accuracy of Ogilby's measurement.

Soon after the bridge, notice Somerset Road on the right. On the 2nd January 1867 a meeting was held at Moldgreen to consider Sir John Ramsden's proposal '...to make a new road to Almondbury called Somerset Road which would save the steep ascent of the old road up Almondbury Bank' Despite some opposition, the scheme was adopted and eighteen months later the Trustees of the Almondbury based Nettleton's charity voted a sum of £200 towards the new road which was completed in 1870.

At the bottom of Somerset Road and facing on to Wakefield Road there once stood the Lyceum Cinema. It is difficult now to pinpoint its exact position but it is likely that the right hand side of the road runs through the general area of the front stalls.

THE GATES. (60)

Shortly after Somerset Road look out on the left for the large wrought iron gates at the entrance to Shaw's Pickle Works. These once guarded the entrance from Victoria Street into the old market hall and were preserved here after the market was demolished in 1970. The Coat of Arms on the wall is that of Charles II who, in 1671, granted Sir John Ramsden the right to hold a market in Huddersfield.

About a quarter of a mile after the gates be prepared to turn right at the traffic lights into Almondbury Bank (s.p Almondbury).

GREEN CROSS CORNER. (61)

It was at Green Cross Corner that the London Road swung right to begin its ascent to Almondbury by way of Almondbury Bank. Today, roads are easy to follow as they are surfaced, edged and lit. In earlier centuries when they were little more than rough trackways running across long stretches of empty countryside they must have been difficult to follow, particularly at night or when obscured by snow or fog. If follows, therefore, that waymarks would have a very important part to play in guiding travellers. A waymark was often called a cross - there are several 'cross' names to be found along old highways in the Huddersfield area - and the name Green Cross suggests that such a waymark once stood here on the Green of Moldgreen to point the way up the lonely hillside.

Almondbury Bank was still the obvious outlet for southbound traffic when the earliest turnpike in the area, the road between Wakefield and Austerlands, was completed in 1759. This road which ran locally through Marsden, Huddersfield, Almondbury and Lepton followed the route of the London Road for the short section from Shore Head to Almondbury.

It was not until 1820 that a new route was provided to avoid the steep slopes between Almondbury and Lepton. This third phase of the Wakefield to Austerlands road ran from the bottom of Almondbury Bank through Moldgreen and Greenside to Lepton where it joined the older route at the top of Rowley Lane.

A new stretch of Wakefield Road, constructed in the late 1980s, clipped off part of Almondbury Bank and bypassed the 1820 route between Green Cross Corner and the Junction at Moldgreen. As a result of this new work the old road alignments at Green Cross are much altered and although the old stretch of road remains, and is designated Old Wakefield Road, it now leads to nowhere in particular.

Before turning right notice, ahead and slightly left, the modern premises of the Moldgreen United Reformed Church. It was the road widening scheme that led to the erection of this new, easily run chapel, partly on the site of its 1865 predecessor and partly on the site of the Regal Cinema. Opposite the chapel, the building with the central gable was opened in 1875 as branch number two of the Huddersfield and District Co-operative Society to replace their older premises dating from 1860.

SECTION 5

ALMONDBURY BANK. (62)

One or two place names in Almondbury Bank are of interest and although the first one we mention, Hole Bottom, now seems to be extinct we are fairly sure that it was the area on the right now occupied by Merlin Motors. Hole Bottom is first referred to in the 1584 survey of the Manor of Almondbury which, among other things, delineates the boundary of the manor. In this area the boundary is described as running '...by the south side of two little pig hills called the Lime Pighills and the highway on the east and so by the little river southeast until against one house called Hole Bottom..' Pighills were small enclosed fields and they are long gone. The 'highway on the east' was Almondbury Bank and the 'little river' was the stream which was later known as Penny Dike or Penny Spring Beck and which is now culverted down to the river Colne. The 1634 map of Almondbury shows a parcel of land, measuring 8 acres 3 roods 34 perches, bounded on the east by the Penny Spring Beck (unnamed on the map) and divided into three closes designated Robert Hole banck close. Rob Hole Bottome and Rob Hole Banck close. At the edge of the latter, near to the stream, the map shows a solitary house, presumably the one referred to in the recitation of the bounds. The name Hole Bottom seems to have fallen into disuse towards the end of the nineteenth century.

A little higher up the Bank notice, also on the right, Kidroyd Lane which leads to the small settlement of Kidroyd beyond Somerset Road. There are several place names in Almondbury with the suffix royd, which means a clearing, and it is thought that they represent woodland clearances made in the thirteenth and early fourteenth centuries at a time when a growing population led to a demand for new agricultural land. Some of the royds took the names of people who carried out the clearances and the name Kyde has been found in the Almondbury Rentals of 1340. The survival of the place name has, doubtless, been helped by the fact that part of the Kidroyd later became a settlement site and whilst it is not certain when the first houses were built, entries in the Almondbury Parish Registers make it clear that a branch of the Ramsden family was living there in the second half of the sixteenth century.

Forest Road on the left hand side of the Bank runs just below a narrow strip of woodland called, on the 1854 O.S. map, Radical Forest, a name for which we can offer no explanation. The old township boundary crossed Almondbury Bank just above Forest Road and its line may be discerned in the splayed end of the house at the junction of the two roads. From here, the boundary ran up to the high

ground described at the end of the 1584 recitation of the bounds as '...the said Ravens Knoll Hill where the said boundary first began'

BANK END LANE. (63)

At the top of Almondbury Bank, on the left, is Bank End Lane. This is almost certainly a branch road marked by Ogilby as leading to Colne Bridge. From Bank End Lane the branch followed Greenhead Lane (formerly Lockwood Lane), Dalton Green Lane, Nettleton Road and Dalton Bank Lane to the river crossing at Colne Bridge. As an outlet to the northeast this would be a route of some importance to those travellers and traders whose business was in Leeds rather than in Huddersfield or Halifax.

TOWN END. (64) (P)

About 100 yards (90m) after the road levels out stop briefly to consider the strangely unsymmetrical old house on the right. On the 1634 map of Almondbury a house is shown at this point standing in a croft owned or tenanted by a Thomas Snape. The building as we see it today has obviously been partitioned and somewhat clumsy attempts have been made in the past to alter or 'modernise' the external appearance of the left hand side. Despite this, we feel there is enough architectural evidence left to date the house to the seventeenth century. The deeply recessed windows, the projecting string course at first floor level and the label mould over the first floor windows were all methods used at that time to try to prevent water penetration and it seems likely, therefore, that this is the very house shown on the old map.

On his excellent map of Almondbury, the late Clifford Stephenson marks the house at Town End as the 'Monastery' and we have, on several occasions heard it referred to as either the monastery or the abbey. Unfortunately, we are unable to account for this intriguing name although one possible explanation is that it was, at one time, wrongly associated with a house belonging to the lost Chantry Chapel of St. Nicholas in Almondbury Church.

NORTHGATE. (65)

From Town End the old road follows Northgate to Almondbury Parish Church. Whilst there can be no doubt about the age of the road it seems likely that the name Northgate, although it sounds appropriately ancient, dates back only to the beginning or the early nineteenth century as there are no identifiable references to it before that time. Before it became Northgate it was probably simply referred to as the Town Street for in 1723 there is a report that 'The King's Highway

between the towns of Wakefield and Huddersfield namely that part called Fenay Lane and Almondbury Town Street which leads from Fenay Beck to Almondbury Bank is very ruinous and in great decay'

At the beginning of Northgate notice, on the right, the junction of the old road with the much more modern Somerset Road and, on the left, Southfield Road which, although a road of the present century, may preserve in its name the location of one of Almondbury's open fields.

A few metres past Southfield Road look out, on the left, for the old blue, 'Dr. Who' style police box. Until a few decades ago such telephone boxes were a common sight on our streets but more modern methods of communication have made them redundant and the survival of this one at Almondbury is rare indeed. (N.B. Just past the police box be prepared for the traffic calmers.)

THE ALMSHOUSES. (66)

On the right hand side of Northgate, just beyond the bus terminus, a notice points the way to Almondbury's almshouses, the earliest of which, six three roomed houses, were built at a cost of £600 and completed on the 28th March 1864. A stone tablet gives the details but as it is difficult to read without appearing to gaze into someone's window we give the inscription below :

> 'These almshouses were built by the trustees of the late Robert Nettleton, in the year 1863, for the permanent relief of the poor of Almondbury. The money was granted out of charity funds at the annual meeting of the trustees on the 20th January 1860. Joseph Armitage, chairman. The land was given by Sir John William Ramsden, Baronet.'

Nettleton's Charity started with Robert Nettleton who, shortly before his death in 1621, settled his estate in trust for charitable purposes. A notable part of the Charity was the poor maid's grant which was a small sum (fifteen shillings in 1864) given to all women born within the township provided they did not produce a child within nine months of their marriage.

THE PARISH CHURCH OF ALL HALLOWS. (67) (P.W.)

As the church at Almondbury has received so much meticulous and expert attention from other writers it is not our intention to give anything more than a very brief account of the exterior. Nevertheless, if possible, leave the car in the layby on the left hand side of Northgate as a short stroll through the churchyard will allow a closer view of some of the features we mention. Readers may also like to walk a little further to view the Almshouses.

On its elevated site the church stands close to the old north-south highway as do other churches in the area (Elland, Huddersfield, Kirkburton) and it is interesting to speculate whether the churches were deliberately placed near to an already existing route, which would provide comparatively easy access, or whether it was the position of the churches that influenced the development and route of the road.

The earliest recorded date in connection with the church is found in 1231 but most writers favour the idea of a small church on the site before that date built, perhaps, by the de Lacis at the same time as they built the castle on the hill (see tour 2 No.66). It is believed that the earliest church occupied the site of the present chancel and that parts of the Early English church, including the lancet windows in the present sanctuary, were incorporated in the new building when the church was rebuilt at the end of the fifteenth century.

Although we should be aware of alterations made in the nineteenth century much of the fabric of the present building, including the tower, belongs to the church built between 1470 and 1520. It is thought that work started on the nave in 1470 to be followed by the aisles and the tower until the Early English church was replaced by a church built in the Perpendicular style.

The square tower is massive, seventy feet (21 metres) high, surmounted by four battlements and supported by buttresses of five heights. The clock in the tower which has faces to the north and east was installed in 1823 by Titus Bancroft of Sowerby Bridge at a cost of £250. Until the clock was electrified in 1977 the weights had to be wound up by hand every three days.

The porch was designed and built in the nineteenth century but the Early English inner doorway is much older and could have been re-set at the time of the fifteenth century rebuilding. A close look will reveal two much weathered heads, one on each side of the door and, on the right hand side, still preserved, is a stoup for holy water. Stone heads are undoubtedly a feature of the church and whilst most of them are of fairly recent origin the sculptors followed the old fashion and made some of them saintly and others grotesque. Other carved heads, particularly those of animals, may predate the nineteenth century restoration and certainly the griffins on the tower are shown on a drawing of the church made in 1818.

In 1870, three years after the Rev. C.A. Hulbert was appointed to the living, the decision was taken to restore and renovate the church. Work began on the nave in September, 1872. Externally, this involved placing new pinnacles and battlements on the roof of the nave and on the tower and erecting a handsome new Gothic porch to replace the old one. At the same time the churchyard was partially lowered, drained and paved, the walks were widened and a new entrance to the

churchyard was opened up at the east end of the chancel. Internally, of course, great architectural improvements were made and the comfort of the congregation was not forgotten as new pews were provided, extra gas fittings installed and a new floor of Morton's eucanatic tiles was laid over the old stone flags.

Work on phase one was completed in eighteen months and on Wednesday, 25th March 1874 to the ringing of the church bells a procession of clergy and laity paraded to the church for a sevice of thanksgiving and dedication during which it was announced that £1000 was still needed for the restoration fund. Later, Canon Hulbert presided over lunch for a hundred and tea for a hundred and fifty which jointly resulted in £19 profit.

As soon as the celebrations were over work started on phase two, the restoration of the chancel which was completed in November, 1876. The total cost of the enterprise was £8500.

Writing about the restoration in 1975 the Rev. D.H.Boyling says, 'Since that day there has been little change. In due course additions were made but only in accordance with Canon Hulbert's plans....Visitors today can therefore see the Archbishop's church of the 15th century restored under the inspiration of Charles Hulbert, and they will wish to thank God that there have been such men who can realise in terms of wood and stone something of the beauty of holiness.'
About the modern extension we find we have nothing to say.

THE CHURCHYARD. (68)

When a new cemetery was opened at Almondbury in 1860 the old churchyard was closed by Act of Parliament, except for burials in old graves. Gravestones were a seventeenth century innovation but, although one or two survive at Almondbury from that period, most date from the eighteenth century and later. Notice the large number of graves clustered together on the south side of the church. This has to do with the practice that persisted until the nineteenth century whereby the virtuous and godly received burial on the sunny side of the church whilst wrongdoers, criminals and strangers were consigned to the shadowy north side. Some of the gravestones have been broken and reused for paving and walling whilst others, like those in the north-west quarter, are forlorn and seldom visited but whatever their condition they offer an immense amount of information about the past inhabitants of the parish.

By the west gate are the old village stocks which, after many years of disuse, were discovered in Wormall Hall and re-erected in 1903, Also within the churchyard are four old stones (two with initials) which were probably boundary stones brought to the churchyard at some time for safe keeping. An appropriate

end to our account of Almondbury church is to be found on the old sun dial on the south wall with its timely reminder : 'Ut hora sic Vita' (as the hour, so flies life).

Leave the churchyard by way of the south gate (opposite the porch) and walk back to the car by way of Westgate.

WORMALL HALL. (69)

Wormall Hall, on the right hand side of Westgate, is a rare survival in the Huddersfield area where not many old road-side houses escaped the zeal of Victorian developers. The initials I.W.M in the fine carved lintel over the door are those of Isaac Wormall and his wife, Mary, but the date 1631 should not be regarded as the building date. Rather it commemorates the year when the Wormalls improved an already old house by encasing the ground floor in stone. Clues to the age of the building may be seen in the jettied first floor, in the spacing of the box frames and in the herring bone pattern of the bracing which is of a type used mainly in the north and west of the country in the sixteenth century.

The name Wormall Hall is not recorded in early documents and it was probably invented in the nineteenth century by the trustees of the Wormall Charity who wished to commemorate the one known home of an ancestor of Israel Wormall, the founder of the Charity, who died in 1737. The Charity initially provided a stipend of £5 for the schoolmaster and apprenticeship for poor children to 'any of the lower sorts of Trade and Manufacture or Husbandry'

On the way back to the car notice, on the corner of Westgate and Northgate, the handsome memorial dedicated to the men of Almondbury who fell in two world wars. This last decade of the twentieth century must mark the centenary of the birth of most of the brave men whose short lives ended eighty years ago on the killing fields of France and Flanders.

ST. HELENS GATE. (70)

Once past the church the London Road begins its descent, by way of St. Helen's Gate, to the lower parts of Almondbury and, ultimately, to a bridge over the Rushfield Dike. Today, St. Helen's Gate branches to the right out of Fenay Lane, a much more modern route constructed circa 1840 by the Battys of Fenay Hall.

For centuries the top part of St. Helen's Gate has been known as the Hell Hole or, more colloquially, th' 'ell 'oil. In his 'Almondbury Places and Place Names' Dr. Redmonds suggests that a possible explanation of the name Hell Hole is to be found in the nature of the road which, with its sharp, shadowy plunge down the hillside, could have been seen as imitative of a descent to the bowels of the

earth. Another theory is that Hell Hole is a corruption of St. Helen's well which was located near the top of the hill. First recorded as St.Elynwell in 1561, the town well is likely to be much older than that date and probably goes back to the earliest days of settlement. It was quite a common custom in early Christian times to dedicate wells to St. Helen (there is another at Honley) and as a well may be described as a hole it is not too difficult to see in St. Helen's well the possible origin of Hell Hole. The well is no longer in use but its position may be discerned in the shape of an arched recess, now walled up, in the high wall on the left hand side of the road.

CHAPEL YARD. (71)

Where the road turns to the left notice, on the bend, the house called Kirk Royd. Until the nineteenth century the site of the house was known as Chapel Yard and it is thought to have been the location of an old chantry chapel associated with the church.

In 1547 an Act was passed ordering the confiscation of the lands and revenues of all chantry chapels and most of our local chantries disappeared at that time. However, great efforts were made to preserve the one at St. Helen's Gate probably because it acted as some sort of school. John Kaye of Woodsome writing retrospectively in 1583 in his Commonplace Book obligingly tells us what happened:

> *'Where his (John's father, Arthur) Auncestors buyldid a chapell of old tyme on the Lone end above ye Butts at St. Elynwell.....He and I dyd shyft yt and by concent of the parishe dyd translate the same into the Scole Howsse that now is. '*

The date of the 'shift' was 1547 and it would appear that, in order to save the chapel from the attention of the King's Commissioners, John and Arthur Kaye pulled it down stone by stone and re-erected it to serve purely as a school. The new site was undoubtedly that of the present school a quarter of a mile away down the hill.

DARK LANE. (72)

Soon after Kirk Royd notice Dark Lane coming in to St. Helen's Gate from the left. The pattern of highways in this area as shown on the 1634 map is of some interest. John Kaye describes the 'chapell of old tyme' as being at the Lone (Lane) end and it is easy to see that the lane could have been thought to end at the chapel, its ultimate destination. From Kirk Royd (Chapel Yard) St. Helen's Gate aligns with Dark Lane, a route of some antiquity which, according to the map, ran

eastwards by way of Thorpe to the township border at Quarry Hill. Crump and others believe that the London Road followed the route of the present day St. Helen's Gate southwards to Rushfield Bridge but there is no such road shown on the map. This leaves us in something of a quandary when trying to determine the route taken by Ogilby. It may well be that, even as late as his time, the London Road followed Dark Lane for a short distance and then struck off south across the fields to reach Woodsome by way of Birks and, indeed, the map seems to show such a route. On the other hand, Rushfield Bridge is certainly shown on the 1634 map and a bridge without approach roads seems unlikely. It is possible, therefore, that the route favoured by Crump did exist in 1634 but was unrecorded because it ran across free and common land of no interest to the Ramsdens. One further piece of evidence in favour of what might be called 'Crump's route' is found in a reference made in 1610 to land around the grammar school abutting 'upon a horse gate there on the east.' Interestingly, the school which stood on 'four acres of the waste', is not shown on the map either.

With all this in mind it seems likely that in following St. Helen's Gate down to Rushfield Bridge we are indeed following the road taken by Ogilby in 1675 (albeit in the opposite direction).

THE BUTTS. (73)

In the extract from his Commonplace Book quoted above, John Kaye says that the chapel at Lane End was above the Butts. When found as a place name element the word 'butts', in almost every case, is part of the terminology of the medieval open field system. However, the reference is to the Butts and because of the use of the definite article another explanation is possible. Almost certainly there would be archery butts in Almondbury in John Kaye's time as, in 1543, a statute was revived which made practice at the town butts obligatory in every town and village in the country. If indeed the butts were in this area, their exact site is long forgotten but with a little effort of the imagination it is not too difficult to picture the men of the village making their way down the hillside on Sundays, highdays and holidays to take part in the statutory practice, some, no doubt, happy at the thought of sport, others grumbling at wasted time.

KING JAMES' GRAMMAR SCHOOL. (74)

The school house, on the right, stands on or near to the site of the 'chapell of old tyme' which was 'shyfted' here in 1547 by John Kaye and his father. For the next sixty years the school was supported by the local gentry but, by the turn of the seventeenth century, as it had no fixed endowments it had declined to little more

than a delapidated cottage. Consequently, in a move to procure an official status for the school, six local men, Robert Kaye of Woodsome, William Ramsden of Longley, Richard Appleyard of Over Longley, Nicholas Fenay of Fenay, Robert Nettleton of Almondbury and George Crosland, vicar of Almondbury, petitioned King James I for the provision of a free grammar school. In 1608, Letters Patent from the King granted the petitioners' request and established 'That hereafter there shalbe forever within the saide Towne and parishe of Almondburye one Grammar Schole for the teaching instructing and bringing up of children and youth in Grammar and other good learnyng as aforesaid which schole shalbe called The Free Grammar Schole of King James in Almondbury' The grammar was Latin and Greek and the children were, of course, boys.

King James' Grammar School is the oldest surviving school in the district and in its long life it has seen many changes. Over the years it has been a boarding school, a day school, a selective school, a sixth form college and presently it is a co-educational high school. Sadly, the word grammar has been dropped from its title because, in fairly recent years, grammar schools came to be equated with selective education and that was regarded as elitist.

Should anyone wish to know more about the school and the part it has played in the history of the area the full story is told in the excellent book ' A History of King James's Grammar School in Almondbury' by Gerald Hinchcliffe B.A.,M.Ed.

RUSHFIELD BRIDGE. (75)

From the grammar school the old London Road continues its descent towards Rushfield Bridge which it reaches shortly after the junction with Arkenley Lane.

The development of the easier turnpike routes in the eighteenth and nineteenth centuries gradually led to the abandonment of the old route and by 1826 both road and bridge had fallen into disuse. About that time there was much unemployment among textile workers and in an effort to provide work to relieve their distress various public schemes were considered, including the widening of what was described as the almost impassable lane leading from Almondbury to Rushfield. In his 'Glossary of the Dialect of Almondbury and Huddersfield' the Rev. Alfred Easther gives an account of a meeting, called to discuss the project, which makes it clear that then, as now, the spending of public money gave rise to dissent. The meeting had just approved the sum of £15 to improve Rushfield Bridge when a voice from the floor yelled, 'Yo're all a pack o' fooils together, fiftheen paands for Rushfield Brigg - Fifteen shillin's sadly too mitch for that, for

t'road lead nowaher but to Nah-wills' at t'wood.' 'Nah-will at t'wood' was John Nowell who lived in a house called Farnley Wood about a quarter of a mile beyond the bridge. Despite the vehemence of the opposition the proposal was passed and Rushfield Bridge which, according to Easther, was little more then a plank at that time was improved.

Unfortunately, it is impossible to see the bridge from the road but the descent to it from both sides must have been very steep and a glance over the right hand parapet will reveal how much the level of the road has been raised since its original construction.

SECTION 6

THE LONDON ROAD IN WOODSOME PARK. (76)

Just after Rushfield Bridge we must briefly leave the route of the old London Road to follow Woodsome Lane towards the bridge over the Fenay Beck. Woodsome Lane was not constructed until 1826 and we have to imagine travellers in 1675, and later, making the steep climb up from Rushfield Bridge and continuing to climb, across the line of the present Woodsome Lane, on a route which would take them though Birks Wood and across Woodsome Park.

The construction of Woodsome Lane led, as it was intended to, to the abandonment of the public road through the park but, more than a hundred and fifty years later, its line may still be discerned as it turns at forty-five degrees to climb up through the wood. Such links with the past are of great interest and it is well worth a short stop to try to pick it out and to wonder that this narrow sunken track was once the main highway to the south.

A building in Woodsome Park, called the Armoury, was the headquarters of the Woodsome Company of the 34th West Riding Volunteers and frequently, during the mid-nineteenth century, the entire battalion of amateur soldiers met in the park to spend a week under canvas, to parade and to practice riding, shooting and drilling and other such military type pursuits. On the Sunday afternoon of each camp week the Volunteers marched to afternoon service at Almondbury Church and this is the way they came, down the old road which was specially opened for the convenience of visitors to the camp. In her book, 'Records of Woodsome Hall', Miss Ferrand of Almondbury, who must have been an eyewitness, describes the church parade in glowing terms:

> *'Down this romantic defile the volunteers marched .....and formed a remarkable and beautiful sight with their arms and musical instruments gleaming in the rays of the noontide sun'*

Perhaps, standing at the bottom of this old abandoned road, those of us with a romantic and vivid imagination will picture the scene and hear faintly, so very faintly, the echo of a martial tune floating on the wind.

About three quarters of a mile after turning into Woodsome Lane look out on the right for a white gate. This is where we meet the abandoned road again as it descends the hillside towards the present day Woodsome Lane. Because it has been maintained as a private footpath this section of the old road is much more distinct than the short section in Birks Wood. From here the London Road turned abruptly right towards the bridge over the Fenay Beck on the same line as that followed by the modern road. (N.B Further details about Woodsome Road and its places of interest may be found in tour 2 Nos. 56 -62)

WOODSOME BRIDGE. (77)

There can be no doubt that the river crossing here is more than three hundred years old as, just after Woodsome Hall, Ogilby marks 'a Rill and Wooden bridg.' However, it is likely that the crossing was an old one even in Ogilby's day as the nearby manorial corn mill (see tour 2 No.58), which dates back to the thirteenth century, was probably deliberately sited near to an already existing bridge in order to provide access from the Lepton side of the stream.

Soon after the bridge the London Road turns right to run southwards towards Kirkburton.

PENISTONE ROAD. (78)

As we have seen, old roads were not exclusive and for the short stretch to Spring Grove the route of the London Road became part of the later Huddersfield to Penistone road which was improved following the construction of a new turnpike from Waterloo to Fenay Bridge in 1824. This new valley route to Penistone replaced the more difficult hilly road through Almondbury and, doubtless, stimulated the road improvements that went on in Almondbury and Farnley two years later.

DOGLEY LANE. (79)

Between Woodsome Bridge and Kirkburton, Ogilby marks just two place names, Dudgley Gate and Smithin Land. The first of these is now Dogley Lane. About a quarter of a mile after the bridge notice, on the left, the one time premises of Dogley Lane Congregational Church now divided into a dwelling house and a workshop. Opened in 1816 the church survived until the 1960s when a dwindling congregation inevitably led to its closure.

A little further on, the large factory on the right, now occupied by Messrs Schofield & Simm, the publishers, was once Dogley Lane Woollen Mill which dates back to the first half of the nineteenth century.

THE KIRKBURTON BRANCH LINE . (80)

Whilst travelling along Dogley Lane notice an embankment (more easily seen in winter than in summer) running behind the buildings on the left, more or less parallel with the road. This was the track of the Kirkburton branch line, built by the London and North Western Railway Company, from Huddersfield through Deighton, Kirkheaton and Fenay Bridge to a terminus at Kirkburton. On the 30th March 1865 a dinner to celebrate the commencement of the line was given by the contractors, Messrs Eckersley & Bayliss, at the George Hotel, Huddersfield. Speakers at the event expressed confidence that the line would eventually go to South Yorkshire and would also connect Halifax and Huddersfield.

Only five days later the Court of Referees met to consider the Midland Railway Company's Barnsley to Kirkburton Bill which would enable the Company to make an extension railway, twelve miles and thirty-three chains long, from Barnsley to Kirkburton. The Lancashire and Yorkshire and the Manchester Sheffield and Lincoln companies opposed the Bill. The matter was finally settled in June of the same year when the L. & Y. company gave the Midland running power from Penistone to Huddersfield, in perpetuity, for all traffic via Barnsley and Sheffield and station accommodation at Huddersfield. At the same time the M.S.&L. company agreed to give running power to the Midland, in perpetuity, from Sheffield to the junction of the Lancashire and Yorkshire railway at Penistone. Thus no extension was ever built from Kirkburton.

The line was opened on Monday, 6th October 1867 when a decorated tank engine hauled the first train from Huddersfield to Kirkburton. For many years the passenger traffic on the line was operated by 'motor' engines on the pull and push system - the 'Burton Dick' of popular memory. Passengers continued to be carried on the line throughout the 1920s but the development during that decade of a reliable bus service led to a loss of custom and the passenger service was withdrawn in July 1930. Goods trains continued to use the line until 1965.

FAR DEAN. (81)

About a quarter of a mile past the chapel and immediately before the White Swan inn on the left notice Far Dean leading up the hillside to Highburton.

It seems likely that the relationship between Highburton and Kirkburton is similar to that between Upper Heaton and Kirkheaton (see tour 2 No.33) whereby

Highburton - the Burton on top of the hill - was the original settlement whilst Kirkburton - the Burton near the church developed after the church was built circa 1200.

There can be no doubt that Far Dean was once an important route as it led directly from Highburton to the manorial corn mill and, according to the 1753 township map, passed fairly close to the market cross, the village pinfold and the old hall. Incidentally, the market cross, thought to be a seventeenth century shaft resting on a much older base, still stands about a quarter of a mile up Far Dean marking the possible site of a market known to have been flourishing in the fourteenth century.

BURTON MILL. (82)

Just beyond Far Dean, on the right hand side of the road, the site of Burton's manorial corn mill is now covered by a large modern house which, as it stands near to the bottom of the valley, is difficult to see from road level.

The mill is shown quite clearly on the 1753 map when the Mill Holm - the land between the beck and the head race - was tenanted by a Richard Jackson. After grinding ceased in the second half of the nineteenth century the building seems to have been left to tumble down into ruin and decay. Until recent years this was a splendid site to visit as the sizeable remains of the mill lent themselves to easy interpretation. It was possible, for example, to pick out the wheel chamber, the wagon entrance and an extension which probably housed a steam engine. The quoins, jambs and mullions in the oldest part of the building were typical of the seventeenth century and one old window was partly below floor level. Water to turn the wheel was brought along a head race from the Fenay Beck about three hundred yards (273 metres) upstream. Although long abandoned the course of the goit can still be picked out, which is fortunate as it is all that now remains to remind us of this historical mill, the site of which must date back to the early days of the Burton township.

N.B The goit is not visible from Penistone Road.

WOODSOME LEES LANE. (83)

Beyond the mill, Woodsome Lees Lane on the right runs down to another Woodsome Bridge built over the Fenay Beck near to its junction with the Range Dike. The latter stream, which divides the townships of Farnley and Thurstonland, approaches the Fenay Beck through a small valley once called Deadman's Clough. It is difficult to account for such a name but it might just be possible that a dead man, possibly a stranger, was once found in the vicinity. Coincidentally, there was

a story prevalent in the mid nineteenth century that many years previously a man had buried his wife, after her natural death, in the nearby woods in compliance with her request that her last resting place should be in the woods where she had loved to walk. Naturally, in those superstitious times, such an unorthodox burial provoked great fears among the local people that she would continue to walk after death.

SPRING GROVE. (84)

The location of Smithin Land, marked by Ogilby near to 'Dudgley Gate', cannot be seen from the road as it lies some eighty yards (73 metres) beyond and behind the Spring Grove Tavern in the bottom of the valley on the far side of the stream. The name, which suggests that some time before 1675 there was some kind of forge at work, was preserved until fairly recent times as Smithy Place but now seems to have fallen into disuse.

Just beyond the Spring Grove Tavern the old road to Penistone and the London Road part company with the former going straight ahead towards Penistone by way of the Thunder Bridge Valley, Shelley Bank and Shepley and the latter turning left up the hillside to Kirkburton.

NORTHFIELD PARK. (85)

Northfield Park on the left hand side of the hill leads to a 1970s housing development built over the site of Kirkburton Station. It was to this station on Monday, 9th November 1874 that a squad of seventeen policemen was sent by the 2.30 p.m. train from Huddersfield to stop a serious fight that had broken out between the people of Skelmanthorpe and the navvies working on the Clayton West line. The squad promptly marched to Skelmanthorpe only to find on arrival that the riot had already been quelled by the local policeman Sergeant Battye. Surprisingly, perhaps, in view of our received knowledge of navvies, the police had no hesitation in attributing the riot to the '...repeated insulting and brutal conduct of the Skelmanthorpe people towards the navvies.'

SLANT GATE. (86)

Just beyond Northfield Park, Slant Gate, the old direct route between the two Burtons, turns up the hillside to join Far Dean at the Market Cross. The double fronted house at the bottom of Slant Gate was once the Rose and Crown Inn.

NORTH ROAD. (87)

The main road into Kirkburton from the north runs along the flank of a hill known as the Dean or Burton Dean. On the 1753 map there are just two instanees of the name, Dean Close and Dean Well, both near to what the map describes as the High Road from Huddersfield. A hundred and forty years later there were no fewer than nine Dean or Dene names including Dean Bottom, Burton Dean and Dene Dye Works below the road and Dean Top, Dean Brow, Dean side and Dean View above. Of course, Far Dean marks the northernmost limit of the area. In the mid nineteenth century Burton Dean quarry was one of four small quarries at work on the hillside above the road, all providing sandstone, probably for local use. Settlement began to spread along North Road during the early part of the last century and, happily, the pleasant jumble of terraces, cottages, houses, clubs, shops and workshops, built in the varying styles of the Victorian Age, still survive.

HALLAS ROAD. (88)

Hallas Road, on the left, is shown on the 1753 map as a footway to Lepton which led directly across the fields to Moor Lane and on to Lepton via Lepton Lane and the old crossing of the Beldon Brook. In 1753, the path ran along the edge of two large fields both called Great Hallows Close which must surely be the derivation of the present name.

BULL STAKE GREEN. (89)

In days gone by many villages had an open space reserved for the cruel sport of bull baiting and Kirkburton seems to have been no exception. The 1753 map shows a small area called Bull Stake Green near to the road from Huddersfield. It is difficult now to decide exactly where the Green was, as the area has been built over since 1753, but measurements taken from the church on the old map (scale 20 inches to the mile) when adjusted to the modern 25 inch map indicate that it was just past the bottom of Hallas Road near the Royal public house. Interestingly, in just that area there is still a small island (now built on) surrounded by roads which might just have been the Green.

On bull baiting days bulls were brought in procession to a village and tethered to stakes on the Green. Bets were placed and successive bull dogs were released by their owners to try to bring a bull down by biting and worrying its nose. If a dog failed after three attempts it was succeeded by another. Naturally, the bull in its agony became enraged and it was quite common for dogs to be tossed, much to the delight of everyone except their owners. It is gratifying to learn that occasionally a bull broke lose and attacked the crowd. The Rev.Alfred Easther tells of one particular bullbaiting where an old acquaintance of his '...was

thrown in the air and thus was seen a long way off; he came down on his head and was for a long time insensible'

Fortunately this barbarous pastime was made illegal in 1835 along with dog fighting and cock fighting.

RILEY LANE. (90)

Just past the Royal, Riley Lane on the right is the old route from Kirkburton to Penistone. It drops down sharply to cross a small stream, climbs up to the hamlet of Riley, continues along Causey Foot and crosses the modern Penistone Road to reach Penistone by way of Thunder Bridge and Shepley. The route is of great antiquity as a Kirkburton deed of 1313 mentions a highway leading through the town of Riley.

LOW GATE. (91)

Just before the church, on the right, a short road called Low Gate is more familiarly known as 't' Treacle 'oil' This colloquial name, so old residents say, dates from the time when a number of barrels of treacle fell off a cart at the top of the hill, rolled down to the bottom and smashed open, much to the delight of the locals who gratefully filled as many utensils as they could with the unexpected bounty.

Just past the entry to t' Treacle 'oil, in a prominent position where several roads join, stood the village stocks appropriately near to that later guardian of law and order, the police station.

Our journey along the London Road is almost over and, as a finale, readers might like to drive a short distance along Huddersfield Road to a convenient car park, on the left, and take a short stroll through the churchyard.

THE VICARAGE. (92)

On the left hand side of Huddersfield Road, opposite the church (and before the car park), is the site of the vicarage which was the home, at the time of the Civil War, of the Rev. Gamaliel Whitaker and his wife, Hester. An interesting entry in the parish register of January, 1643/4, records the death of 'Hester Whitaker wife of Gamalel Whitaker viccar of Kirkburton who was slaine the XIIth day att night January instant and buried the XVth day.'

The Rev. Whitaker, who had been at Kirkburton since 1615, was a great champion of the Royalist cause and his words and deeds were regarded with suspicion by his parishioners who, for the most part, supported Parliament. When, on that January night, a party of Parliamentary soldiers came to arrest Mr.

Whitaker tradition has it that Mrs.Whitaker was shot on the staircase of the vicarage by one of the soldiers. It is not now known whether the shot was fired accidentally or in response to some resistance put up by the vicar and his friends. Mr Whitaker was duly arrested and taken to prison in Manchester where he died, it is said, of grief and ill-usage just over two weeks later on the 1st.February.

THE PARISH CHURCH OF ALL HALLOWS. (93)

As with all old churches there is far more to be said about Kirkburton Church than can be included in a work of this kind, consequently we intend to comment only very briefly on the history and architecture of the church and to highlight one or two of its more interesting events and customs.

The history of Christianity in Kirkburton goes back a long time before the first recorded church was built. Evidence of the antiquity of the site came to light last century when, during repairs to the chancel walls, a stone cross (more properly a crucifix) was found. The cross, ascribed by experts to the ninth century or earlier, is thought to have been a preaching cross set up to mark the place where itinerant priests sent out from the Mother Church at Dewsbury preached the Gospel and celebrated the Mass.

Although there is no mention of a church at Burton in the Domesday Book this does not rule out the possibility of a rudimentary church existing in the eleventh century which would have been built, initially, as a small shelter near to the cross. If such a building did exist it would, in due course, become a chapel of ease within the Dewsbury parish and, as such, it would be unendowed with glebe land and, therefore, overlooked by the Domesday Commissioners.

Many years ago, Canon Raine published a theory in the 'Archeological Journal' that the first church at Burton was dedicated to All Hallows. If this is so it seems likely that the church was rededicated to St. John the Baptist when it was rebuilt in the twelfth century by William de Warrenne 2nd Earl of Surrey whose father had died on St. John's day, June 24th, 1088. Whatever the truth of the matter, the church remained St. John's until comparatively recent times. The church was built on a fine, elevated site and, like the churches at Almondbury and Huddersfield, it stands at the eastern extremity of its large parish by the side of the old north-south highway.

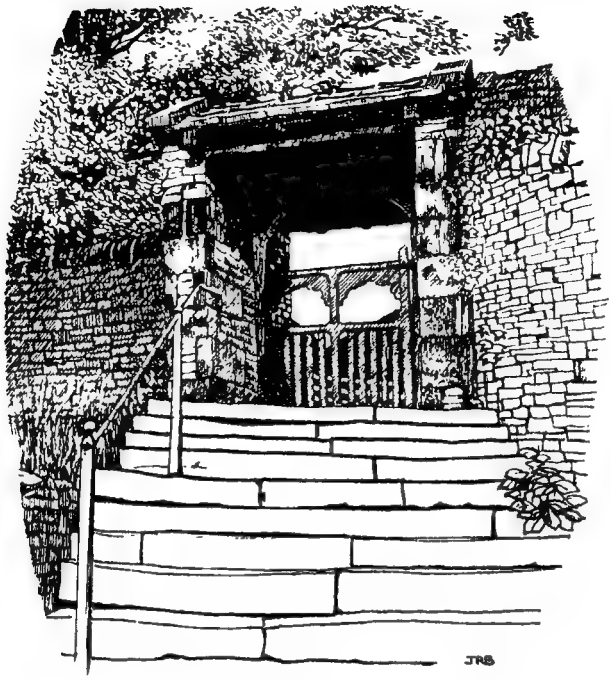
The Norman church is thought to have been rebuilt during the reign of Edward III (1327-1377) and there is an interesting legend connected with the rebuilding which was still common in 1861 when Dr. Moorhouse published his 'History of the Parish of Kirkburton' Apparently, when the rebuilding was proposed a new centra site was chosen at Stocksmoor for the convenience of the

people living in the western part of the parish. When building materials were taken to the chosen spot it was found that what had been taken each day was by some miraculous means removed to Kirkburton each night. In the end, the parishioners, presumably accepting God's will, gave in and accepted the traditional site. Was it a miracle or was it a touch of sharp practice by the people of Burton? Whatever the truth, a chapel of ease was soon provided in Holmfirth to minister to the needs of the western parts of the parish.

A great deal of alteration and renovation has gone on at the church in the centuries since the rebuilding and not much that is obvious now remains of the Early English church although the handsome west door in the tower, with its dog-tooth ornamentation is thought to be of that period. However, the door must have been re-set at some time as the tower is of a later date. It is seventy eight feet (24 metres) high and it was built in two stages with diagonal buttresses to the first stage which was originally a small belfry with a single bell. A glance up at the eastern face of the tower will reveal that the roof of the nave was once much higher than it is today. The chancel was rebuilt from the foundations to the roof in 1872 and if the lancet windows on the south side are, as is thought, Early English then they must have been reset at that time.

If time allows, readers might like to follow the path across the churchyard to the steps leading to the lych gate in the western boundary wall. The word 'lych' is derived from an Old English word meaning corpse. The distinctive covers of lych gates were put over entrances to churchyards to provide shelter for the burial parties whilst they waited for the priest, without whom they were not allowed to proceed, to conduct them into the church. There are few genuinely old lych gates to be found in our area today but a close glance at the construction under the canopy, which is fastened with wooden pegs, easily reveals the age of this one.

The lych gate at Kirkburton was the terminus of a so called corpse way which led across the fields from the edge of the township. Because of a once widely held belief that the passage of a corpse across private land automatically created a right of way, it was considered vital by landowners that funeral processions followed a set and customary path, hence corpse ways. Such routes traditionally approached the church from the east for the dead must never be carried against the sun. If a route approached from another direction, the burial party would circle the church in order to come in from the east. Bearers from distant parts of the parish would carry the shrouded body along the corpse way in relays and they would always carry it feet first - a custom meant to discourage the spirit from returning to the house.



THE LYCH GATE, KIRKBURTON

It is unlikely that the corpse way would see much funereal ceremony during the autumn and winter of 1587/88 although the death rate at that time was shockingly high. From January to September 1587 the average monthly burial number was five; between October and the following January eighty one people were buried. The reason for this high mortality rate was, of course, the plague. After the Black Death of 1349, which decimated at least twenty percent (some estimates put the figure as high as fifty percent) of the population, sporadic outbursts of the disease occurred all over the country until it finally died out in the eighteenth century. The most notable of these outbreaks was the virulent epidemic which killed thousands of people in London in 1665 but in terms of grief and suffering the epidemic in Kirkburton in 1587 must have been just as catastrophic to the people involved and, perhaps, even more so as the parish had suffered similarly in 1558, only one generation previously.

During a visitation of the plague, priests were not eager to meet funeral processions at the lych gate in the usual way, so victims of the pestilence were,

more often than not, buried at night by their relatives without any of the customary rites and ceremonies. Some were not even buried in the churchyard for when whole families were stricken it would be impossible for them to carry their dead to the church and it is unlikely that any volunteers would come forward to do the carrying for them. Consequently, bodies were hastily committed to mass grave-pits or to individual graves dug in gardens, orchards and fields. But wherever the burial occurred the names of the dead were noted, probably retrospectively, in the parish register.

Between the 24th October and the 10th December 1587, whilst the epidemic was at its height, forty-one burials are the only transactions recorded in the Kirkburton register, with one exception. Surprisingly, in December, in the midst of all the misery, one couple came to the church to be married. The entry in the register is brief: `Henrie Kay and Jennet Hunchonson were maried the III day.` Happily the two survived the plague. Their first child was born in November, 1588 and they had four more children, all of whom survived beyond infancy. They shared fourteen years of marriage until Jennet died in March, 1601. Why the couple took the risk, and risk it probably was, of marrying on that sad December day will, unfortunately, never be known.

Kirkburton churchyard is a large one and, fortunately, no attempt has been made to 'improve` it by removing the stones and grassing it over. Thus we see the churchyard as it has evolved through the centuries of its existence. The only slight drawback to this is that it can be positively dangerous to leave the paths in the summer months when the undergrowth conceals or contains such dangers as holes, hollows, tree roots, grave kerbstones, stinging nettles and brambles. However, the gravestones may easily be inspected in winter. Note the large number of cumbersome table or chest tombs near to the south side of the chancel, the preferred place of burial. Such tombs were favoured by the well-to-do as their tops always remained above the level of the weeds and they were certain to be noticed among the more mundane headstones. Elsewhere, the draped urns, angels, shells and garlands of high Victorian monuments contrast sharply with the simple incised stones of an earlier age. The gravestones, of course, commemorate only a fraction of Kirkburton's dead as, until recent times, the poor were interred in common or paupers' graves. But even if the last resting place is unknown, all achieved a kind of immortality in the parish registers, albeit a brief one: they were baptised, they married, they bore children, they were buried.

Perhaps now, at the end of the tour, we should turn from death to life and the reputation Kirkburton Church once had for longevity among its servants. In January, 1876 the Rev. R. Collins who had been at the church for thirty-eight years was eighty-two. Johnathan Fitton, parish clerk, was seventy-five, John Armitage, sexton, was eighty-four and James Hoyle, verger, was seventy-six. All were still active at their posts. Spoiling the record somewhat was Abraham Horsfall, school teacher, who had recently died aged seventy-eight. These interesting statistics inspired a twelve verse rhyme, part of which rnns:

What a long lived Parish
Must Kirkburton be!
Instances are rareish
Of such longevity.

In a rhyme tis hard to state years
But there's a vicar who,
Surviving thirty eight years
Has reached eighty-two.

Parish clerk is younger,
Still he is alive
With a healthy hunger
For fees at seventy-five.

Verger keeps in order
Schoolboys at their tricks.
Close on four score borders
Being seventy-six.

Sexton chants a merry hymn
Though it be a bore.
Some boys must some day bury him,
He's only eighty-four.

Verger who has listened
Three score years and ten
To vicar who has christened
Babies, now old men.

Pace grows quick and quicker,
Old ways youth eschew
But give me the old vicar,
Hale at eighty-two.

It is from the churchyard that we take our last look at the Old London Road as it continues on its way towards Shelley, Skelmanthorpe, Barnsley, Wombwell, Mansfield, Nottingham, Oakham and London. From here, we ask our readers to make their own way home, whichever way that takes them, and whilst doing so to reflect on the complexity of the old highway system and, perhaps, to rejoice that today our journeys are so much easier.

TOUR NO.2

MANSIONS AND MILLS

Our second tour starts and finishes in St. George's Square and passes through the ancient townships of Dalton, Kirkheaton, Lepton, Farnley and Almondbury. In parts it follows roads made in the Turnpike Era and later whilst in others it follows the old lanes of a much earlier time. The tour passes four old halls and the site of another, all of them, in their time, the homes of the local gentry. A most important part of manorial life was the corn mill and three of these with their attendant water courses are passed and discussed. At Kirkheaton and again at Almondbury the tour climbs to the high ground and it is worth taking a little time to study the panoramic views for at both places it might truly be said that all Huddersfield is at one's feet!

DIRECTIONS

SECTION 1.

Leave St. George's Square, passing the George Hotel on the left. Turn left into John William Street (1,2) and then first right into Brook Street (3), right into Byram Street (4) and left down Northumberland Street (5,6,7) to the traffic lights. Go straight on at the lights then take the first right into Old Leeds Road, (signed Sports Centre) (8) and left into Quay Street (9). This is 0.7 miles from the starting point.

SECTION 2.

Cross the bridge (10) over the canal (11) and go straight forward for about 100 yards then turn left in St. Andrew's Road (12,13,14). Continue along St. Andrew's Road through one set of lights and then turn left into Thistle Street (s.p Leeds). At the lights at the end of Thistle Street turn right into Leeds Road(15). In about a quarter of a mile look out for a working men's club on the right and soon after this turn right at the lights into Bradley Mills Road (16,17). Follow this as it bears left to climb up the hill (18,19,20) to Rawthorpe. This is 1.7 miles from Quay Street.

SECTION 3.

From the top of the hill at Rawthorpe (21) keep on Bradley Mills Road passing the shops on the left. Soon, the road becomes Rawthorpe Lane (the name changes opposite Netherhall Barn 22). Follow Rawthorpe Lane passing a church (23) on the left and Rawthorpe Hall (24) on the right.

Two hundred yards after a working mens club turn left into Ridgeway (25) and follow this to the bottom. Turn left into Long Lane (26,27,28) and after two thirds of a mile follow the road as it veers right and becomes Crossley Lane. At the T junction turn left into School Lane and in one tenth of a mile stop to inspect Kirkheaton Church (29) the Beaumont Arms (30) and the school (31). This is 1.7 miles from the top of the hill at Rawthorpe.

SECTION 4

From the church continue up the hill towards Kirkheaton by way of St. Mary's Lane (32) which eventually becomes Shop Lane. Turn right in the village into Town Road (33) and then right, by the surgery, into Cockley Hill Lane (34). Follow this for about half a mile then turn right at Highgate Lane which soon becomes Bellstring Lane (35). This is 1.3 miles from Kirkheaton Church.

SECTION 5.

Follow Bellstring Lane for about three quarters of a mile, turn sharp right into Healey Green Lane (36) and follow this for three quarters of a mile to cross a small bridge (37) at the bottom of the hill (38) into Addle Croft Lane. After passing Whitley Willows Mill on the right (39) and Addle Croft Farm on the left (40) turn left into Botany Lane (41,42,43,44) which, after two thirds of a mile, enters Great Lepton (45) and becomes Townend Lane. Follow this beyond the village (46) to where the road becomes Pinfold Lane (47). This is 2.8 miles from the end of Cockley Hill Lane.

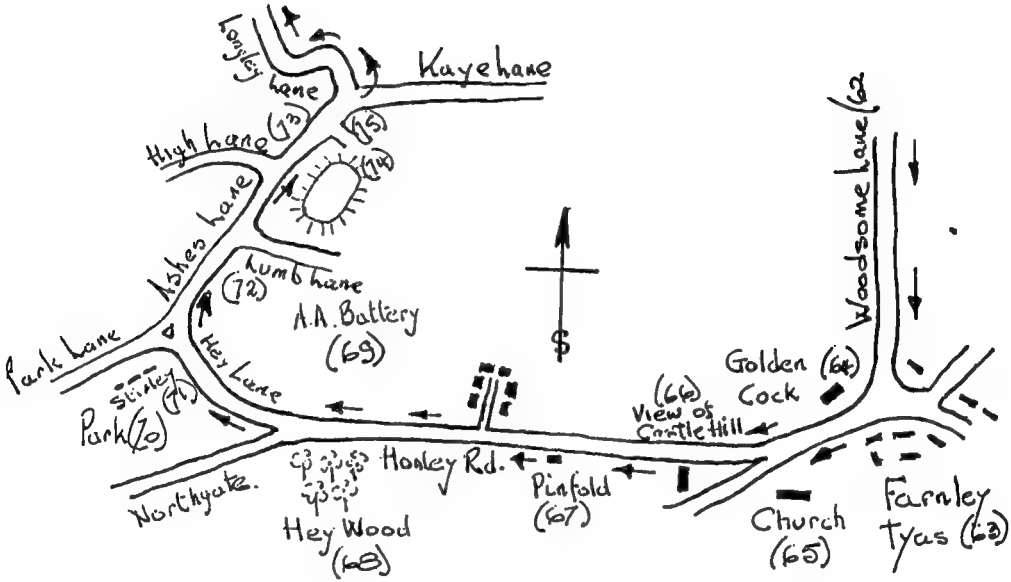
SECTION 6.

At the top of Pinfold Lane turn right into Wakefield Road, A642, (48,49,50). After a quarter of a mile turn left into Rowley Lane, B6433, (51,52,53,54). At the mini roundabout (by the Sun Inn) continue straight on down the hill to the T junction with Penistone Road A629.(55) Turn left and in one eighth of a mile turn right into Woodsome Road,(s.p Woodsome Hall Golf Club), (56,57,58,59,60,61,62). Follow this for about two miles to the Golden Cock at Farnley Tyas (63,64). Turn right into Honley Road. This is 3.7 miles from the end of Pinfold Lane.

SECTION 7.

As, at the time of writing, many of the road signs in the next two sections are missing, we include two small maps (with location numbers) which we hope

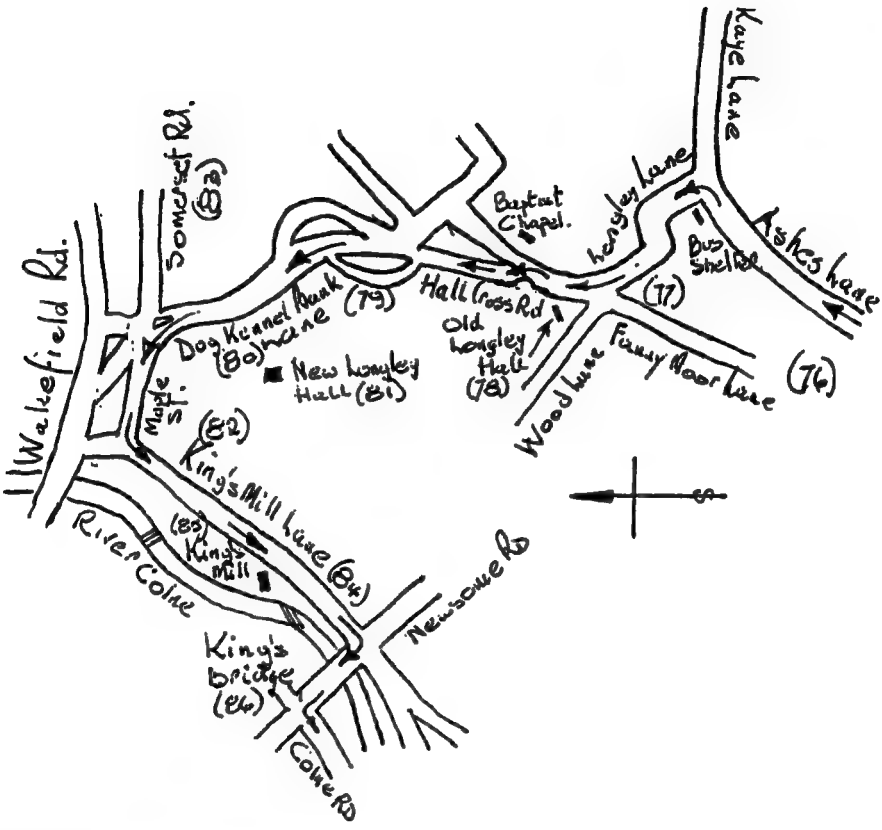
will clarify our directions. From the Golden Cock follow Honley Road, Hey Lane and Ashes Lane round Castle Hill to the top of Longley Lane. This is 2.4 miles from the Golden Cock, (see map below).



SECTION 8.

Turn left (just after bus shelter) down Longley Lane. At the bottom of the hill as the road swings right look out for the Baptist Chapel and turn left opposite this to follow Hall Cross Road into Dog Kennel Bank (not named). At the bottom of the hill turn left into Somerset Road and almost immediately left again into Maple Street. At this point the University buildings and the spire of

St. Paul's Church will be in sight. At the T junction turn left into Kings Mill Lane and at the lights turn right over Kings Bridge. This is 1.6 miles from top of Longley Lane,(see map below).



SECTION 9.

After crossing King's Bridge take the first turning left into Colne Road (87,88). Turn right at the next traffic lights and follow the road to the top of Chapel Hill (89,90). Turn left at the lights, taking the right hand lane, and follow the ring road (91) to the second set of lights, turn right into Market Street. After two more sets of lights follow Market Street (92) as it veers left and go through two more sets of traffic lights into St. George's Square (93) where the tour began. This is 1.1 miles from King's Bridge and 17 miles from the starting point of the tour.

SECTION ONE

BRADLEY SPOUT. (1)

St. George's Square was once part of a huge field called George Close and it was somewhere here, beside a footway to Bay Hall, that the Bradley Spout once bubbled to the surface. This everlasting spring was one of the town's most important water supplies and it continued in use well into the nineteenth century. It was always in great demand, with several people waiting at all hours of the day and until late at night for their turn to fill their cans. Because of its unfailing supply the demand for spout water was even greater during a drought. In 1844, for instance, when other supplies had dried up people from the outlying districts brought carts loaded with barrels which they filled and carried away, much to the displeasure of frequent users. Scuffles and fights broke out between out-of towners and townees and the police had frequently to be summoned to restore order.

In 1848, when the spring was overlapped by the new railway, the water was piped to a convient place for public use in the newly built John William Street. The trough which held the water was set in a recess in the railway retaining wall and was a foot or two below the road surface. It is tempting to think that an arched cavity to be seen in the wall under the railway viaduct is a remnant of this important water supply, but Woodhead in his 'History of Huddersfield Water' says that the trough was opposite Brook Street. There is no sign of a cavity of trough there today so it seems likely that it was lost during road lowering works earlier this century.

THE RAILWAY VIADUCT. (2)

Just before turning right into Brook Street from John William Street notice the railway viaduct, straight ahead. The railway line rnns into the town from Heaton Moor two miles away to the north-east. The whole of the double -track line, including the constrnction of this forty-five arch viaduct, was completed in just under two years in August, 1847. This was a remarkable achievement considering that the line runs for most of its length through cuttings and over embankments.

THE MARBLE WORKS. (3)

After turning into Brook Street notice, on the left, a building proudly displaying the words Marble Works and the date, 1863. The latter is formed,

appropriately enough, from regularly shaped pieces of marble. These were the premises of L & T Fisher & Dyson, marble masons and ironmongers, who traded here until 1891, when, having lost the Dyson member of the firm, Fishers moved to premises on the corner of Northumberland Street and Friendly Street. Thereafter they are variously described as marble masons, sculptors or modellers. Fishers are still trading today as wall and floor tilers.

THE WHOLESALE FRUIT AND VEGETABLE MARKET. (4)

Built in 1888 the handsome building on the left hand side of Byram Street served as the town's wholesale fruit and vegetable market until 1979. The use of iron and glass in its construction ensured a maximum amount of space and light. After closure the building was carefully restored and now houses the town's four weekly retail markets.

THE OLD POST OFFICE. (5)

The first post office in the town was situated in a yard off the present day Oldgate. Around 1830 a new office was opened in New Street but, as postal business increased in the town over the next forty years, this became inadequate and, in 1874, new and larger premises were erected on an empty plot of land on the north side of Northumberland Street. This is the building now occupied by Messrs Dugdale Bros. and a Christian Bookshop. It was erected here in the face of some opposition from the Chamber of Commerce who suggested building on the site of the then recently demolished Swan Yard in Kirkgate. This, the Chamber thought, would be more convenient, being nearer to the business centre of the town. The proponents of the Northumberland Street site argued that the position of the railway station and the new buildings near to it would cause the town centre to shift northwards and, more importantly, their site was cheaper. Their argument won the day. As we now know the town remained centred on the Market Place but the building in Northumberland Street served the town as a general post office until 1914 and, further, its position must have been considered satisfactory for its successor was built in the same area.

THE POST OFFICE AND THE EMPIRE. (6 & 7)

A new general post-office was built opposite the old in 1914 and still serves the town today. But it is the plot of land on which it was built that is of most interest.

On a birds-eye view illustration of the town centre, circa 1900, a large building described as the Empire is shown standing on the site of the present post

office. Before the Empire was built, however, the site had been proposed for the construction of a Town Hall. After several heated meetings where protesters objected to a Town Hall 'being buried behind the Lion Arcade', the scheme was abandoned on the 17th November 1854.

Subsequently, the site was used for the town's May Fair in 1858 and by various circus companies, some of whom stayed for several weeks. The first building on the site, a temporary timber structure, was erected as a theatre by a Mr. F Ginnet in 1861. On the opening night, the house was literally brought down when the whole of the gallery collapsed. Fortunately, there were no casualties and shows continued in the building until 1865. In that year a six week visit by Myers Great American Circus and Hippodrome led to the erection of what was described as a monster wooden building which was illuminated by some eight hundred gas jets and was wind and water-proof The local police were in attendance at every performance to rigidly enforce order and decorum.

Twenty three years later, in 1884, this temporary 'monster' building was replaced by another more permanent timber structure. The new building was built towards the St. Peter's Street end of the site, on an area now occupied by the post office van park. Some three thousand people could be accommodated in the new theatre and there were enough exits to allow the whole to be evacuated, in case of fire, in just five minutes. Three years later, after alterations and repairs, the building reopened on Monday 22nd August 1887 as Rowley's Varieties.

John Weldon Rowley (1847-1925) although a Bradford man by birth spent most of his life in Huddersfield and is one of her lesser know celebrities. After having worked in a coal-mine in Drighlington from the age of seven he came to Huddersfield in 1859 to learn the trade of a whitesmith with Benjamin Shaw & Co. at Rashcliffe. From an early age he was stage-struck and he worked hard to perfect an act as a comedian, singer and acrobat. He gave his first public performance at a Lodge meeting of the Order of Oddfellows at the Albion Hotel in Buxton Road. Soon after that he decided to make the stage his career and made his first professional appearance in Wakefield.

Rowley bought the Empire in 1887 and during his ownership most of the great stars of the times performed there. One of these, Miss Ella Dean, who was described as ' the double voiced vocalist' must have made quite an impression on Rowley for soon, despite having a wife elsewhere, he was living with her at his home called, appropriately enough, 'The Nest' in Swallow Street, off Upperhead Row.

The theatre continued as Rowley's Empire until 1897 by which time it had lost some £25,000 and, comedian though he was, not even Rowley thought that

was funny and so he sold out. His career, however, was far from over. He continued to tour the country and came back frequently to Huddersfield with Ella Dean to perform at the Hippodrome and the Theatre Royal, where they made their last appearance in 1923. At the height of his career Rowley was reputed to be earning £4000 per year, a tremendous sum at the time. At the age of sixty-five he appeared at the Royal Command Performance at the Palace Theatre, Shaftesbury Avenue. He was much admired for his ability to sing one hundred and three songs, from memory, in one evening, and always ended his performance with his signature tune, 'A Starry Night', the first verse of which went thus:-

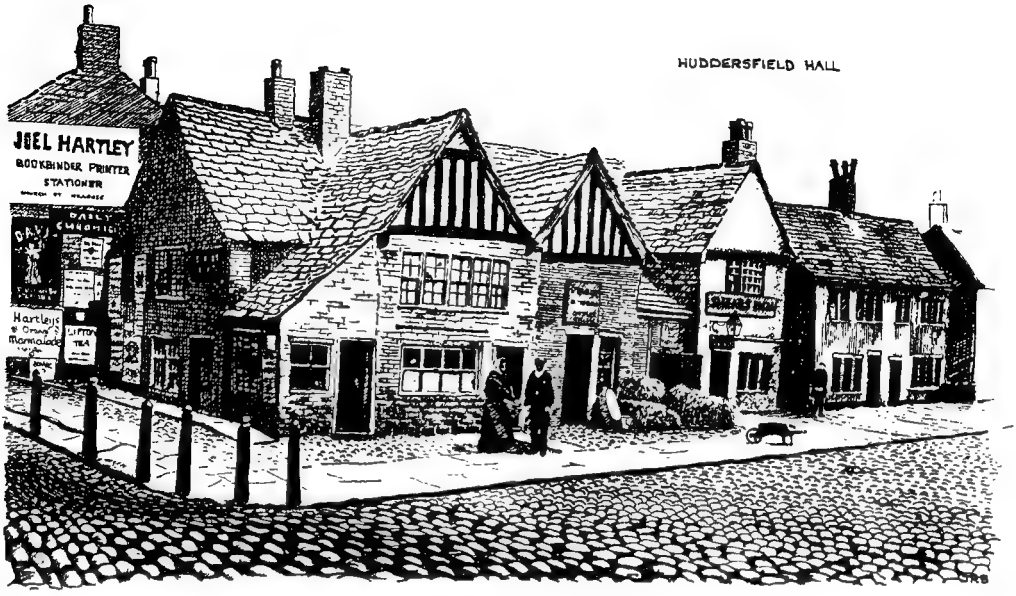
'A starry night and a beautiful girl,
A shady lane and a flowery dell,
A silent hour, oh, isn't bliss
A rosy bower and a sweet little kiss.'

This song is still well remembered by some of Huddersfield's older inhabitants. At the end of the song the audience would invariably shout, 'over Rowley' and he would oblige by turning backward somersaults off the stage. He was still performing this feat at the age of seventy-seven. J.W.Rowley died at the age of seventy-eight in 1925 and he is buried in Edgerton Cemetery.

And what of the Empire? Rowley sold out to the Robinson Brothers who operated it for seven years when it had to close because the local magistrates refused to renew the licence. The last performance was on the 11th June 1904.

OLD LEEDS ROAD. (8)

This was the way that the Birstall to Huddersfield turnpike road of 1765 entered the town However, there can be little doubt that the road here is much older than the Turnpike Era as the 1716 map of Huddersfield shows it as a lane running between two crofts called Tinker Croft and Hall Croft. In his 'Old Huddersfield 1500 - 1800' Dr. George Redmonds says that in a bye-law of 1690 a Henry Collingwood, who is described in the parish registers as 'of Huddersfield Hall', is warned not to hinder or stop the ancient way through his croft called Tinkeler. So, it would appear that the lane was 'ancient' in 1690. Dr. Redmonds suggests that a house shown on the 1716 map standing on the western edge of Tinker Croft could be Huddersfield Hall. Certainly, an old half timbered house stood in this area until it was demolished earlier this century. In its later years it had been partitioned and a part of it was used as an inn called The Shears.



On the opposite side of the lane from the Hall, in Hall Croft, a row of cottages built between 1601 and 1716 was called the Raw. Subsequently, this became Lowerhead Row a name that continued into the present century and which, presumably, was influenced by Upperhead Row on the top side of the town. From Lowerhead Row the road entered the town by way of the Beast Market but modern buildings and road realignments have obscured the route beyond here.

QUAY STREET. (9) (P)

Stop here to take a look at the remarkable locomotive bridge and the industrial and canal side scene.

At the top of Quay street on the left-hand side (on the site now occupied by John Brierley's car park) there once stood a brewery owned by one of Huddersfield's most distinguished sons, Joseph Kaye. He also owned offices, warehouses and five hundred and seventy four square yards of land in the Quay Street area. Kaye was a builder as well as a brewer and many of his fine buildings still stand, in or near to the town. Here, near the site of one of his important

enterprises, is as good a place as any to consider the life and career of this remarkable man.

Joseph Kaye was born circa 1779 and died in 1858. During his lifetime he would see a great increase in the population of the town and an equally great upsurge in commercial ventures, both of which led to a demand for new buildings in the shape of houses, churches, chapels, warehouses, factories and public buildings. One of his first endeavours was the house called Thornton Lodge (which still stands today). Kaye was a great church builder. Among his parish churches still standing are those at Linthwaite, South Crosland, Paddock, Lindley and Golcar. He built Holy Trinity at Greenhead, St. Paul's at Huddersfield and St. John's at Birkby and for the Nonconformists, Queen Street Mission (now the town's new theatre) and Ramsden Street Congregational (on the site of the present library). St. Patrick's Roman Catholic Church was also his work. He was also responsible for one third of the new housing in the town at that time, for Folly Hall Mills, the Huddersfield Infirmary in New North Road and the Railway Station, the Britannia Buildings and the George Hotel all in St. George's Square. At the height of his building career Kaye employed eleven hundred men and, conveniently enough, he owned stone quarries in the Marsh area.

Kaye took over the brewery here in Quay Street in 1823 and used it to supply the many inns he owned in and near the town. These included the Woolpack in New Street, the George and Dragon in Manchester Street, the Mechanic's Arms in Castlegate, the Unicorn, the Bull and Mouth and the Victoria all in Victoria Street, the Commercial at Folly Hall and the Jacob's Well Inn at Honley.

In February, 1803 Joseph married Hannah Rigg and they produced eight children, four daughters and four sons, of whom one daughter and two sons died in infancy. The two surviving sons are supposed to have been a disappointment to their father. Certainly, he made no provision for them in his will. Hannah died in 1836 and in 1841 Joseph married Eliza Aspinall, a widow some twenty-six years his junior. His second marriage was childless.

As well as his private business ventures Joseph Kaye played an important part in the public affairs of the town for he served on the committees of the Dispensary and the Infirmary he was an Improvement Commissioner, a Turnpike Trustee and a member and sometime chairman of St. Peter's Vestry meeting.

After a long, busy and useful life Joseph Kaye died in 1858 at his home, 22, Buxton Road, Huddersfield, of what was described as 'gout of the stomach' This cannot be unconnected with the fact that he was to be found, according to his

obituary in the *Huddersfield Chronicle*, 'in his accustomed place by the inglenook of the Woolpack every night for fifty years or more'

In his will, which was made largely in favour of his two surviving daughters, Kaye directed that his building and quarrying interests be sold but that his Quay Street Brewery was to be kept for the benefit of his grandson, Lewis William Armitage, who at the age of twenty-one was to be 'placed in the brewery' To his wife, Eliza, he left an annuity of £150, providing she did not remarry, and he directed that she be allowed to keep the furniture she had 'bought with her own money' Joseph Kaye was buried in the graveyard of St. Peter's Church, Huddersfield, where his tombstone may still be seen.

The brewery was eventually put up for auction in 1885 when it was described as 'Huddersfield Old Brewery' It failed to attract a buyer because the plant was old and out of date. Consequently, the business was closed and the site was cleared and sold in 1888.

SECTION 2

TURNBRIDGE. (10)

The locomotive bridge which carries Quay Street across the canal at Turnbridge is a wonderful device of wheels, chains and counter-weights and is surprisingly easy to operate by hand and windlass. It is not, however, this bridge that gave its name to the area. The first bridge was actually a turning or swivel bridge and is so marked on some early maps. It was replaced by the lifting bridge as long ago as 1865, yet the old name has persisted to the present day.

THE CANAL. (11)

Here Sir John Ramsden's canal has left the last of its nine locks behind and the pound stretches away southwards to the nearby Aspley Wharfe and beyond towards the old terminus near the King's Mill. Between the bridge and Aspley basin stands an old canal warehouse, now nicely renovated and extended. The warehouse would be used for storing goods awaiting transhipment down the canal to the junction with the Calder and Hebble Navigation at Cooper Bridge and hence to the eastern waterway system. (For more on the canal see tour 2 Nos. 43 & 58)

ST. ANDREW'S ROAD. (12)

Built sometime between 1854 and 1894, St. Andrew's Road provides a direct connection between Wakefield Road and Leeds Road. Its route took it, at the time of building, through tenter fields, a rope walk and Charter's nursery gardens. Interestingly, near to the gas works it also passed through or near to a close of land

called Goosepudding, a name that has disappeared today and for which we can offer no explanation. However, the name was certainly known in Huddersfield for more than a hundred and ten years as it appears on maps drawn in 1716, 1797 and 1826.

REID HOLLIDAYS AND BRITISH DYES. (13)

In St. Andrew's Road look out on the right for the old entrance to British Dyes (the name can just be made out over a large stone gateway). In 1830, Reid Holliday rented a site in Leeds Road where he began to distil ammonia for use in wool scouring. In 1839 he moved to this site nearer to the gasworks where he could take advantage of one of their by-products, coal tar. By distilling the tar Holliday produced naphtha and creosote oil. This was the start of the chemical industry in the town. Later, Holliday played a pioneering role in the production of dyestuffs from chemicals. During the Boer War the firm started to produce picric acid and because of the explosive nature of the product (picric acid is the base component of lyddite) the picric acid sheds were sited on the other side of the river from the main factory. This proved to be a wise move for in May, 1900 there was a massive explosion which destroyed one of the sheds. In 1915, Hollidays merged with Levinsteins of Manchester under the name of British Dyes. Shortly afterwards the company expanded to a new site between Dalton and Leeds Road where, during the First World War, they concentrated once again on the production of explosives. Further amalgamations in 1926 resulted in the nationwide Imperial Chemical Industries, certain branches of which now trade as Zeneca.

THE GAS WORKS. (14)

The gas holders on the left hand side of St. Andrew's Road mark the site of the Huddersfield Gas Company formed in 1821. This continued as a private company until 1871 when it was bought by the Corporation for £130,000.

LEEDS ROAD. (15)

In 1765 an Act was passed for the amending and widening of the 'road from the sign of the Coach and Horses in Birstall to the Turnpike Road at Nunbrook and from Bradley Lane to the Town of Huddersfield.' The map of 1716 shows a footway leaving the town by way of the later Lower Head Row and running for about a mile to the Town Ings, one of the town's old open fields which, despite a good deal of enclosure all around, was still being cultivated in strips. Presumably it was this ancient route that was amended and widened in 1765 and extended to run along the lower Colne Valley to provide a completely new route to

Cooper Bridge. 1765 was unusually early for a new valley route to be cut as most of the first turnpikes merely improved and straightened already existing routes and these tended to run along the tops or sides of the hills, thus avoiding the difficult marshy terrain of the valleys. The new road in the valley was very soon followed by the canal and seventy years later by the railway. All of these played a part in the subsequent development of the lower Colne Valley.

Whilst travelling along Leeds Road note the working men's club on the right at the corner of Bradley Mills Lane. This was once Bradley Mills School, originally built in 1855 and rebuilt in 1914. Very soon after the club our route turns right into the new Bradley Mills Road.

BRADLEY MILLS ROAD AND HUDDERSFIELD TOWN A.F.C (16)

Following the demolition of the famous Leeds Road football ground and the erection of the new stadium the roads at Bradley Mills are presently (September 1994) undergoing great change.

Over the years, at least three roads have given access from Huddersfield to the river crossing at Bradley Mills and, soon, there is to be a fourth. The first of these, in use before Leeds Road was built in 1765, was a footway which left the town near to the present Turnbridge area, skirted the close of land called Goosepudding and ran across the fields near to the river to approach Bradley Mills from the north west. All traces of this old route are now lost. The second, Bradley Mills Lane, appeared shortly after 1765 and provided a direct connection between the bridge and the new Leeds Road. This is shortly to become a cul-de-sac. The third, Bradley Mills Road, was built towards the end of the nineteenth century and soon became a convenient access road for the football ground and a terminus for the 'football - special' trams. This is shortly to be relegated to a mere access road into the new trading estate presently being built on the site of the football ground. A new, fourth, road to the bridge, between Bradley Mills Road and Lane, is now under construction.

The football ground stood on the left hand side of Bradley Mills Road between Leeds Road and the river. It was the home of Huddersfield Town A.F.C. which was formed in 1908. The playing surface was laid out on land that had once been a tenter field and originally ran parallel to Leeds Road. Two years later the team joined the second division of the football league and, at the same time, the ground was re-positioned to run parallel to Bradley Mills Road. At that time also, the team's colours were changed from the original salmon pink shirts to white shirts with a blue neck ring. After ten seasons, the team was promoted to the first division by which time the familiar blue and white stripes were in use. Great days

were to follow. Between 1921 and 1938 Huddersfield Town won the F.A. cup once and were losing finalists three times. They were first division champions for three successive seasons and three times runners up. Since then, the fortunes of the club have slumped but supporters can at least hope that the move to the new stadium will spark off a revival and that the glory days will return again to Huddersfield Town. Meanwhile, the site of the famous Leeds Road football ground is to be turned into an estate of retail outlets of no architectural merit whatsoever.

BRADLEY MILLS. (17)

The first mill here, probably a fulling mill, was built in 1679 on the Dalton side of the river, by a William Bradley, hence the name of the area. Because the fall of the river is only slight in this area a great deal of endeavour was needed to bring water to the mill wheel. A weir was constructed two thirds of a mile away upstream on an arc of the river and sluices were installed to control the flow of water along a correspondingly long head race dug along the foot of Kilner Bank. This was called, simply, The Goit. Traces of this feature may still be seen from the stadium's car park, although it is likely that they will soon disappear.

In the mid eighteenth century Joseph Atkinson, who originated in Cumberland, bought Bradley Mill and, in time, his sons and grandsons added to the premises until all the processes of the woollen industry were carried out on the one site.

One of Joseph Atkinson's grandsons, Thomas, was a great opponent of the Luddites and he took an active part against them. Shearing frames were introduced at Bradley Mills as early as 1800 and were working there from 1803. It was only after their use spread into other mills that serious discontent was felt which was to culminate in machine-breaking and murder in 1812. There is a report that Bradley Mill was attacked by the Luddites in April, 1812 although this is unconfirmed. It is certain though that Thomas Atkinson's life was threatened, as a letter received by Mr Justice Radcliffe of Milnsbridge and signed General Snipshears states that '.....those who are among our greatest persecutors, Mr Horsfall and Mr. Atkinson will soon be numbered among the dead.' The letter was received on the day before William Horsfall was murdered. Thomas Atkinson was spared.

By 1850 a large complex of buildings, a mixture of industrial premises and dwelling houses, had appeared on both sides of Bradley Mills Lane between the river and the steeply sloping Kilner Bank. Over the years, industrial pollution from the mill, and from other industry in the lower Colne Valley, killed most of the vegetation on Kilner Bank and it appeared for decades as a gaunt treeless cliff.

Thirty or so years ago the bank was replanted and now the trees are growing tall its appearance has been pleasantly softened.

Before leaving the Bradley Mills area note the bridge over the river Colne which has recently been cleaned and repaired. It is possible that the bridge was built merely to provide access to the mill from the Huddersfield side of the river. However, it seems more likely that the mill was built by an already existing bridge which was part of an old route from Huddersfield via Rawthorpe, Dalton, Kirkheaton and Mirfield to Dewsbury.

BRADLEY MILLS ROAD. (18)

On the left hand side of the road notice two large stone gateposts built into the wall (find them opposite the row of terrace houses on the right). This could once have been an entrance, albeit a steeply sloping one, to two houses which stood behind the premises of Bradley Mills, called Pigeon Court and Cumberland House. The latter was built in 1754 by Thomas Atkinson and so called to remind him of his home county. Both houses are now gone.

DALTON GRANGE. (19)

On the left hand side of Bradley Mills Road, Dalton Grange stands on or near the site of a house which, in 1854, was called View Cottage and which, in the early 19th Century must indeed have had a splendid view northeast over the lush water-meadows of the Colne to the wooded hillside of the Fartown and Sheepridge areas. Dalton Grange was built on the site in 1870 by Henry Brook of J.H.Brook & Sons of Bradley Mills. In 1916 it was bought by British Dyes for conversion into a recreation club for their employees, a purpose it serves to the present day.

PARADISE HILL. (20) (P)

At the top of the hill, stop to take in the view over the lower Colne Valley which, of course, is much more easily seen in winter than in summer. Up to 1850 this area was called Paradise Hill and, indeed, the view over the lower Colne Valley must have been beautiful with the river and canal gleaming in the sunlight and a little used (to modern eyes) country road winding between the two. As late as 1850 there were few houses and no industry in the valley but there was, perhaps, the first intrusion into Paradise in the form of the new railway line built in 1845. Today, Paradise is lost indeed.

SECTION 3

RAWTHORPE. (21)

Rawthorpe is mainly a product of the 1920s and `30s when the large housing estate and the shops were built. Before that time Rawthorpe was no more than a small group of houses in the region of Rawthorpe Hall. On the left hand side of the road, above the shops, there once stood the Pomona Hotel sited there

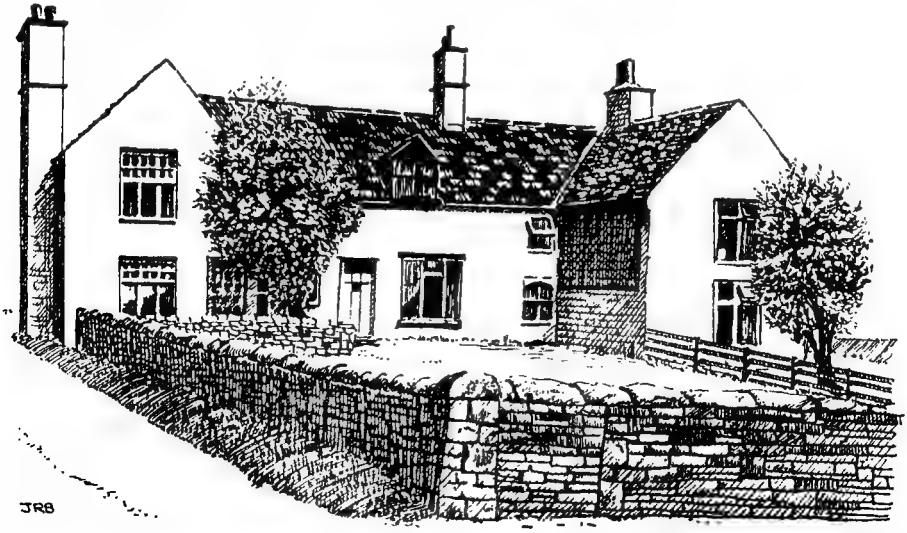
among nursery gardens, one imagines, to take advantage of the idyllic situation - green fields, clean air and that view. Later, on the site of the hotel and gardens, a small reservoir was built, now the property of Zeneca.

NETHER HALL. (22)

New road alignment and modern landscaping have completely obliterated the site of Nether Hall and only its fine barn, now used as a riding school, remains to remind us of its presence. The hall ended its days partitioned into a row of small cottages which bore few traces of the building's past importance. The house stood somewhat below the modern 'Holays' road sign at the crossroads of two important highways. One of these ran in front of the house and straight down the hillside to join up with Jagger Lane leading to the village of Kirkheaton. There is no access to the lower part of this route today as it runs through land now owned by I.C.I. (Zeneca) and it has been shut off by them. The other road, called Lady Lane, ran directly south-east to Long Lane Bottom at Dalton. This route remains today as a footpath.

ST. JAMES CHURCH. (23)

The church on the left was originally a large private house built between 1860 and 1890 and named Foxlow. It was consecrated as a church at the time the Rawthorpe estate was built and much extended in the 1960s.



RAWTHORPE HALL

RAWTHORPE HALL. (24)

Just past the Church, on the right hand side of the road, stands Rawthorpe Hall. Partitioned into separate houses now, it shows few signs of antiquity but the first reference to it is found in the early sixteenth century when it was described as a timber framed building with a jettied first floor. The timber frame is still at the core of the building which was later clad in stone. On the right hand wing the projecting jetty may be seen, covered now in blue slates.

RIDGEWAY. (25)

Despite its ancient sounding name, Ridgeway is a road of the late 1940s. On the right is the area where Huddersfield's first prefabricated houses were erected shortly after the Second World War. The housing estate on the left retains in its street names the age-old names of the fields and closes on which it is built, names such as North Carr, Couleroyd, Harp Ings and Cow Hey.

LONG LANE. (26) (P)

As late as the mid-nineteenth century this literally named lane ran for a mile between Moldgreen and Dalton through virtually empty countryside. One fifth of a mile after turning into Long Lane stop (opposite Tolson Crescent) to view Coldroyd Lane on the hillside ahead.

COLDROYD LANE. (27)

On the hillside, to the left of a small wood, a lane may be seen climbing steeply towards Kirkheaton. This is Coldroyd Lane, a fine example of an old sunken way with its still intact raised causey clearly visible at the right hand side. Causeys were originally laid to ease the passage of people and animals, especially pack-horses, over difficult terrain and it is obvious that here at Coldroyd the whole width of the very steep lane could only have been used in the driest weather and that, therefore, a causey would be a necessary amenity.

The lower part of Dalton lies in the parish of Kirkheaton, and Dalton people would, therefore, worship at Kirkheaton Church. From the top of Coldroyd Lane footpaths still lead across several fields directly to the church. Should any of our readers wish to interrupt the tour to walk this old lane they will fine the entrance to Coldroyd on the left hand side of Crossley Lane.

DALTON. (28)

The name Dalton aptly describes the township's position as it means the 'tun' or settlement in the dale or valley. Of all the townships in the Huddersfield

area listed in the Domesday survey of 1086, Dalton was the only one where any activity was going on. Here 2 villeins were working one plough and it was worth ten shillings whilst all the other townships are described as waste and worth nothing.

KIRKHEATON CHURCH. (29) (P.W.)

Stop near the church to inspect the graveyard, the Beaumont Arms and the school.

The Parish Church of St. John the Baptist was founded circa 1200 A.D but ancient stone fragments found at the church indicate some form of worship on this site dating back to the ninth century. As the church was badly damaged by fire in 1886, much of what we see is Victorian re-building but the tower survived the fire and dates back to the fifteenth century. The Beaumont Chapel which, until the Reformation, was probably a chantry chapel, also escaped the flames. It contains a collection of monuments, brasses and banners all relating to various members of the Beaumont family who were lords of the manor for more than four hundred years. This old chapel dates back to the fourteenth century and the stonework contrasts well with the more regular Victorian work and may easily be seen from the churchyard near to the east gate.

The oldest gravestones are near the porch, the oldest one of all being that of John Horsfall who died in 1624. This, we believe, is the oldest surviving outdoor gravestone in the Huddersfield area. In 1859, the graveyard as it then existed was deemed to be full and a new piece of land, to the southwest of the church, called Church Close was consecrated in that year and brought into use to extend the burial ground. Today this 'new' graveyard is overgrown, neglected and desolate whilst the 'old' graveyard is much easier to inspect as, during the last two decades, it has been tidied and, in parts, cleared.

In the cleared area in front of the eastern end of the church there may be seen, under a gravestone, the massive stump and extensive root system of a yew tree which in the early 1900s, when it was still growing, was said, credulously perhaps, to be a thousand years old.

The gate on the south side of the churchyard is known as Deadman's Gate for it is the gate through which, over the centuries, have passed so many coffins and so many mourners. Near to the East gate, which was traditionally the way brides entered the church, is the most noticeable feature in the churchyard. This is the monument to seventeen girls who died in a fire at Atkinson's cotton mill at Colne Bridge in 1818. The monument tells the full story but don't overlook the girls' gravestone which lies near the foot of the column.

THE BEAUMONT ARMS. (30)

The Beaumont Arms, still known locally by the old name Kirk Stile, once had a close association with the nearby church. In the days when parishes were large such church houses offered hospitality to parishioners who lived at a distance from the church and, no doubt, the provision of liquid refreshment soon became an important part of that hospitality. The Kirk Stile was also used by the churchwardens for their meetings during which, it was said, they consumed liquor at the parish expense, a practice for which they were repeatedly censured by the Vestry Meetings. Slowly, the attitude of the church towards its church house hardened and by 1846 church officials were describing it as a public nuisance and a harbor for the idle, the mischievous and the dissolute and in that year the sale of the building was authorised. It was, perhaps, at this time that the Kirk Stile became the Beaumont Arms. For many years the inn was the centre of the social life of the village. Local societies met there. Estate dinners and election meetings were held there and, in the field behind the inn, Kirkheaton's annual fair the 'Yetton Rant' continues to be held every Spring Bank Holiday. The inn also played a more sober part in village affairs in that it was used as a court house by local magistrates and its cellars served as a prison.

Another connection between church and church house is to be found in the corner of the graveyard nearest to the inn, where two former landlords lie buried in the shadow of the place where they lived and worked.

THE OLD SCHOOL. (31)

The first school on this site was a free grammar school built in 1610 by Rev. Alexander Stock and Sir Richard Beaumont for the education of boys in Kirkheaton in good learning. Various bequests over the years ensured the school's survival and in 1844 it was conveyed to the National Society and became an elementary school for the education of the poor in the principles of the established church. In 1913 it became necessary to extend and improve the premises and a new three story wing was added, paid for by special efforts and private funding. The school closed in the summer of 1982.

SECTION 4

ST.MARYS. (32)

The cottages lying to the right of St. Mary's Lane and at right angles to it housed, a hundred and forty years ago, twenty one families who were mostly engaged in the textile industry. The plot of land on which the cottages stand is

called St. Mary's and it seems likely that the area had some connection with the Chantry Chapel of St. Mary in Kirkheaton Church. Certainly, a certificate issued by the Commissioners of King Edward VI stated that there was a house with a parcel of land connected with the Chantry and it may well be, in view of the name, that it was this land that was used to house and maintain the Chantry priest.

KIRKHEATON AND TOWN ROAD. (33)

If Kirkheaton can be said to have a centre, then Town Road is as near as we can get to it today. But it was not always so. Heaton means high farmstead and the original Anglo Saxon settlement was probably two thirds of a mile away, to the north of Town Road, on the site of the present Heaton Hall farm at Upperheaton. When the church was built, in a convenient position for the other townships in the parish, settlement would spring up near to it. Thus, there developed two Heatons, Upper Heaton near to the original site and Kirkheaton the Heaton near to the church. Town Road was originally a footway leading through one of Heaton's vast open fields. Kirkheaton today is a pleasant mixture of architectural styles with houses and cottages, yards and folds ranging in date from the eighteenth to the twentieth centuries.

COCKLEY HILL LANE. (34) (P)

Look out for a seat on the right hand side of the lane and stop near it to study the extensive and interesting view visible from this altitude. From here parts of all four of the townships of the old Kirkheaton parish are visible.

Hard to the left a few houses lie in Upper Whitley whilst below much of Kirkheaton itself is revealed, with the tree covered slopes of Round Wood in Dalton beyond. Prominent on the other side of the valley is the tower of Lepton Church and below, the neatly enclosed fields of Lepton slope down to that township's boundary with Kirkheaton. The panoramic scene stretches away far beyond Castle Hill to the vast escarpments of West Nab above Meltham and Shooters Nab above Marsden whilst all around much of the Huddersfield district reveals itself for discovery and discussion.

A little further up Cockley Hill Lane look out on the right for the sign for Whinney Close farm. The house itself cannot be seen from the road but it is of some interest in that it was once the home of Alfred Moore who was accused of murdering two policemen on Sunday, 15th July 1951.

Moore had been suspected of committing a number of burglaries in the

Huddersfield area and, on the night of Saturday, 14th July 1951, a team of ten policemen assembled in the area to keep Whinney Close Farm under observation. Two of the team, Detective Inspector D.A. Fraser and Constable G. Jagger, were posted to cover a footpath leading across the fields below the farm. At about 2 a.m a man walking on the path towards the farm was stopped by Constable Jagger who was immediately joined by D.I.Fraser. When challenged, according to the later evidence of the constable, the man agreed that he was Alfred Moore but when informed that the police wanted him to go with them for questioning he produced a pistol and fired at point blank range at Constable Jagger. Moore immediately turned the pistol on D.I. Fraser and shot him. As Fraser staggered, Moore shot him again and again after he had fallen to the ground. Then Moore made himself scarce. When other members of the team arrived at the scene they found constable Jagger badly wounded and D.I. Fraser dead.

Alfred Moore was arrested at Whinney Close Farm, without any resistance, about three hours after the murders. Later that day he took part in an identity parade held at the bedside of Constable Jagger who unhesitatingly identified Moore as the man who had shot D.I. Fraser and himself. At that time Jagger was quite lucid and he went on to make a statement in the presence of Moore and a local magistrate. Sadly, Constable Jagger died at 8.15 a.m. on Monday, 16th July.

Alfred Moore was brought to trial at Leeds on Monday, 10th December 1951 when he pleaded not guilty to the charge of murdering D.I. Fraser. Although the murder weapon, despite two weeks meticulous searching by the police, was never found, the jury took only fifty minutes to arrive at the verdict of guilty.

An appeal against the conviction failed and Alfred Moore was hanged at Armley Jail, Leeds, on Wednesday, 6th February 1952.

BELLSTRING LANE. (35)

Bellstring Lane was once part of an important and ancient highway leading from Kendal in the north to London in the south. W.B. Crump believes the name 'Bellstring' could indicate that this section of the old highway was once used by strings of packhorses headed by a bell horse. This highway was never turnpiked and today it retains all the characteristics of an ancient upland way, a contour road in this section, skirting the ridge that divides Heaton and Lepton from Hopton and Mirfield. The views on either side of Bellstring Lane are worthy of a little contemplation.

FANCY CROSS

SECTION 5

FANCY CROSS. (36)

Two thirds of the way down Healey Green Lane the group of buildings on the left stand on a site with the interesting name of Fancy Cross. Such a place name probably remembers the existence of a waymark, one of several in the area to the east and south east of Huddersfield, and this suggests that Healey Green Lane must once have been a highway of some importance. To the right, a lane passing a house that was once a Wesleyan chapel leads to the hamlet of Houses Hill and beyond there by distinct footpaths all the way to Kirkheaton Church. The Beaumonts of Whitley had close connections with Houses Hill, the name referring to houses built on the fringe of their demesne lands.

RODS BECK. (37)

The small bridge at the bottom of the hill crosses Rods Beck which, for centuries, has been the boundary between Upper Whitley and Lepton. Once known as Lepton Brook it was this stream that powered Lodge Mill, the Beaumont's manorial corn mill. With the advent of the scribbling mill in the last quarter of the eighteenth century three further mills, Rods, Whitley Willows and Levi were built

on a half mile section of this small stream. In the field beyond the left hand parapet of the bridge are the earthwork remains of a dam once used for storing water for Whitley Willows mill.

LODGE MILL. (38)

Immediately over the bridge, on the left hand side, a bridleway leads to a house that was once part of Whitley's manorial corn mill. The first documented reference to the mill is found in 1487 : 'a mill held by William Swallow in Whitley' and in 1533 there is mention of a Robert Swallow of Swallow Myln. Seventy years later a Court Roll describes the corn mill as belonging to Richard Lodge. Henceforth the mill was known as Lodge Mill. The mill was still operating as a corn mill in the last quarter of the nineteenth century although by then the miller was also described as a scribbler and fancy manufacturer. Today, the mill has become Whitley Hall Lodge Farm, the name Lodge preserved some 425 years after the family of that name first settled in the area.

WHITLEY WILLOWS MILL. (39)

First shown on the 1780 enclosure map of Lepton, the mill was described as a tumming mill in 1793. In 1821 new tenants, the Wilkinsons, took over and added carding and slubbing to the original scribbling mill. The tenancy changed again in 1829 when the Tolsons of Dalton moved in and it was during their tenancy that many alterations were made including the demolition and rebuilding of the mill itself and, in fact, the oldest parts of the present mill date back to this renovation by the Tolsons.

The Tolson family worked here until 1879 when the Kilner brothers took over. They traded successfully as yarn spinners until the Depression of the 1920s when the mill was closed. It stood empty for many years apart from a brief time during the Second World War when the building housed Italian prisoners of war. Then, in the early 1950s, Samuel Tweed and Co. installed thirty five looms and began the manufacture of blankets, travel rugs and fashion fabrics thus giving the mill a new lease of life which continues to this day.

ADDLE CROFT. (40)

The farm buildings on the left stand on or near the site of one of Lepton's early settlements. The first evidence of it is found in 1329 when it is referred to as Arkel Croft, i.e. the croft of a man called Arkel. This name suggests a Scandinavian settlement, for the name Arkel developed from the Old Norse Arnkell or Arnkettel. As such, it would fit in well with other place name evidence

suggesting a Scandinavian influence in the area, for nearby are Gawthorpe and Thurgory, both names of Scandinavian origin.

LODGE COLLIERY. (41) (P)

After turning left into Botany Lane stop to look over the fields on the left to a large spoil heap which marks the site of Lodge Colliery in Whitley Woods. The colliery presumably took its name from the nearby Lodge Mill.

A coroner's report of 1357 states that 'John Long of Lepton was accidently killed by falling into a colpyte' From this we can see that coal has been mined in Lepton for over six hundred years. There are remains of several small coal pits and dayholes in the area. When these were worked out shafts were sunk to reach the deeper seams as here at Lodge Colliery which was owned by Benjamin Elliott & Sons Ltd. In 1906 a tramway brought coals from the colliery across the fields to a small terminus near the bottom of Botany Lane. Two decaying timber posts may be spotted in the field, one standing and one fallen. These are all that remain of the tramway gantry. In 1929 the tramway was extended to run first by aerial ropeway over the brow of the hill on the right and then by tunnel to reach the coal bunkers in the brickworks, also owned by Elliotts, at Spa Bottom. Lodge Colliery ceased working and the shaft was sealed in 1939.

BOTANY LANE AND BOTANY BAY. (42)

The two rows of cottages standing on the left of Botany Lane were built in 1806 to house textile workers. They were named Botany Bay after the penal settlement set up in Australia in 1788. It was once quite a common practice to give names suggesting distance to such outlying settlements and Botany Bay, in 1806, was surely as far away as man could imagine. Botany Lane itself although much older than the cottages, must have been so named at the time they were built.

Where the lane levels out notice the fields on the right. These, right up to Great Lepton, were once part of Lepton's open fields where the land had for centuries been cultivated in strips. The 1720 township map shows that large scale strip farming lasted until that time although a few fields were already enclosed. By 1780 almost all the ancient strips were gone and the enclosure of Lepton's open fields was nearing completion.

WHITLEY BEAUMONT. .(43) (P)

Where Botany Lane levels out stop and look over to the left where may be seen the parkland of Whitley Beaumont Hall. Around the year 1200, William de Bellamont, the ancestor of the Beaumonts of Whitley, received ten oxgangs of land

in Huddersfield from Roger de Lacy, Lord of the Honour of Pontefract, and by the fourteenth century the family was established here at Whitley and at Crosland Hall in the Mag Valley, near Netherton.

Doubtless, more than one house has stood on the site in Whitley Park but the only one of which there is any record was started by Sir Richard Beaumont who was born in 1574. Over the centuries various heads of the family made alterations and additions to the house which was described in the nineteenth century as an excellent example of an English manor house. Inside, the house was distinguished by many graceful rooms noted for their plasterwork, panelling, decorated ceilings and marble mantelpieces.

During the seventeenth and eighteenth centuries the family endeavoured to build up and improve their estates in Lepton, Whitley, Dalton, Kirkheaton and Crosland. The last of the family to live at the Hall was Henry Frederick Beaumont who gave land for the laying out of Beaumont Park near Crosland Moor. By the early years of this century the house stood empty with many of its beautiful rooms dismantled and its grounds lapsing into wilderness. Like so many other landed families the Beaumonts found that the upkeep of their ancestral home was too expensive and so they moved out. Various schemes for the future of the house came to nothing and it was eventually demolished shortly after the Second World War when the area was given over to open-cast mining. After the mining the parkland was restored to something approaching its former glory. Unfortunately, an original deciduous wood was replaced by a plantation of spruce trees which, although they grow more quickly than our native broad leaf trees, are less pleasing to the eye. In early June, the hillside is bright with the flowering of that most common of parkland shrubs, the rhododendron and in their vicinity the remains of a walled garden may be made out.

BLACK DICK'S TEMPLE. (44)

This stands on the far hillside well to the left of the walled garden. Built at a time when follies were thought to enhance an estate, the Temple is a characteristically eighteenth century building and was probably used as a summerhouse. It stands some 750 feet above sea level and is a prominent landmark which may be seen from several parts of Huddersfield. Local legend connects the building with Sir Richard Beaumont who is reputed to have been dissolute and who is still known locally as Black Dick. It is said that the family fortunes were gambled away during Black Dick's lifetime. Today there is some doubt about this view of Sir Richard's character but there is no doubt at all that the

Temple now so firmly associated with his name was built long after his death which occurred in 1631.

GREAT LEPTON. (45)

The land between Town End and Town Bottom is probably the original site of settlement in this area. The village was called Great Lepton to distinguish it from Little Lepton half a mile away to the south-east. Contrary to popular belief the 'Lep' part of the name had nothing to do with lepers but is probably derived from the Old English word 'hlep' meaning a steep hill. Great Lepton remained in this position as a fairly isolated hamlet until the twentieth century when extensive new building on the south side of Wakefield Road shifted the eentre of the village from its age-old position.

Three houses in Great Lepton are of some interest. In the first row of cottages on the right at Town Bottom is a house where, in the upper storey, services were held before Lepton Church was built. Field Gate House, standing back from the road on the left, was for many years the home of the Sykes family who were farmers and maltsters. The maltings behind the house were demolished in 1940. The name of the house suggests that it was built on the site of, or near to, the gate into the ancient open fields. Quintrel House, now much modernised, was, in the latter half of the nineteenth century, used as a co-operative store.

OAKES FOLD. (46)

Just after the modern houses in Townend Lane look out on the left for Oakes Fold. There is little left here to remind us of the past. Now the site of just two modern houses the Fold, a hundred and fifty years ago, consisted of eleven cottages, farm buildings, a mill house, maltings and a small manufactory. The hustle and bustle of everyday life must once have been considerable in this now quiet place.

PINFOLD LANE. (47)

Soon after Oakes Fold, Townend Lane becomes Pinfold Lane. At one time nearly every village had a pinfold where stray animals were impounded and released to their owners only after payment of a fine. Lepton's pinfold was on the right of Pinfold Lane where a semi-circle of tall trees borders a small piece of rough land. Ten years ago, although much of the walling had gone, the outline of the pound

could still be made out. Today, the surrounding vegetation is encroaching and soon all traces of the historic pinfold will have disappeared.

SECTION 6

WAKEFIELD ROAD. (48)

After leaving Pinfold Lane our route along Wakefield Road and down Rowley Lane to its junction with Highgate Lane is following, briefly, part of the route of the first highway in the Huddersfield area to be turnpiked. In 1758 an Act was passed for the repairing of the road leading from Wakefield through Horbury, Lepton, Almondbury, Huddersfield and Marsden to Austerlands on the Yorkshire - Lancashire border. There it would join up with a route from Manchester which had been turnpiked a quarter of a century earlier thus completing a valuable trade route between the two counties. The early Turnpike Acts required the trustees to repair, widen and improve the surface of already existing routes but rarely, at this period, to construct new roads and it is unlikely that the trustees diverged appreciably from an ancient route then in use. So, in our brief foray along the old turnpike we are following a route first taken by travellers many centuries ago.

LYDGATE. (49)

Notice on the left of Wakefield Road the area named Lydgate. The name, which is first mentioned in 1431, is derived from an Old English word meaning a swing gate. Such a gate would be placed here to give access to the moorland grazing on Lepton Edge.

LEPTON. C.E. SCHOOL. (50)

A little further along Wakefield Road, on the right, Lepton Church of England School is presently empty and forlorn. Built at a cost of £1200 the school opened in 1860 for the education of the poorer and manufacturing classes in the principles of the National Society. The school was enlarged in the 1870s and again in the 1960s when the new block of classrooms was built to a design that had little sympathy with the older building. In 1991 the school moved to more modern premises in Station Road. In any future development of the property we can only hope that the ecclesiastical style of architecture, so typical of the National School Movement, is retained as a reminder that on this site Lepton children were educated for a hundred and thirty years.

ST. JOHN'S COURT. (51)

The small estate of houses near to the top and on the right of Rowley Lane stands on the site of an old farm called Lepton Cross. The cross from which it took its name was probably a waymark, set up hereabouts to point the way to Kirkburton along the present day Green Balk Lane. As there is a John del Crosse listed in the Lepton Poll Tax returns of 1379 it would seem that the cross, and possibly the farmstead, had a long history. The shaft of the cross is now lost but the base is preserved near the porch of Lepton Parish Church.

In the early years of this century the farm was demolished and a parish institute was built on the site in 1913. This was extended in 1962 to make a sizeable parish hall but, alas, the upkeep of the hall became a burden to the church officials and it was sold and demolished in the late 1980s.

THE BARHOUSE. (52)

On the left of Rowley Lane, opposite the Sun Inn, notice a small single decker cottage. This was once a barhouse on the old turnpike and it is a rare survival. The collection of tolls to pay for the maintenance of the road was let annually to the highest bidder who, in his turn, engaged the occupants of the toll houses whose duty it was to open the gate after collecting the proper tolls. The bow window on each side of the barhouse would allow the toll collector to see traffic approaching both sides of the gate which was often a single bar or 'pike' From the barhouse the old turnpike road swung to the right along Highgate Lane on its way to Amondbury but our route goes straight on to the bottom of Rowley Lane.

ROWLEY LANE. (53)

The lower part of Rowley Lane was known as Woodsome Mill Lane in the eighteenth century, probably because the old mill was the most frequent destination of the road's users at that time.

Lepton Great Wood on the left was owned by the Beaumonts of Whitley and for most of its history experienced expert husbandry with some species and patterns of growth being encouraged and others removed. The wood contributed to the income of the estate through coppicing, that is the periodic felling of trees which would be sold for timber or for converting into charcoal. The bark of the trees would also be sold for use in local tanneries. The wall round the wood was built during the decade 1730 to 1740 and replaced an original hedgerow boundary. Towards the end of the nineteenth century two collieries were established in the wood. They were drift mines with passages running underground for about a mile

and half. Coal was extracted there for some fifty years and remains of this industry may still be seen in the wood.

WOODSOME PARK. (54) (P)

Stop somewhere before the bend in Rowley Lane, from where may be seen on the hillside ahead the old manor house of Woodsome, sitting pleasantly in its attractive parkland. When the Dartmouth family inherited Woodsome in the eighteenth century they, following the custom of the time, set about improving the general layout of the estate and to do the work they engaged the services of that most famous of English landscape gardeners Lancelot (Capability) Brown. Although today the estate is a golf course, the overall scene remains pretty much as Brown must have envisioned it. Woodsome Hall itself will be discussed later in the tour.

PENISTONE ROAD. (55)

This road was one of the last to be turnpiked in our area as a result of an Act of 1824 (See tour 1 No. 78).

THE THREE CROWNS. (56)

After negotiating the busy turn into Woodsome Lane notice the first house on the road side to the right. This was once the Three Crowns Inn where, for a time, a Jonas Pashley was innkeeper. When he died the tenancy was continued by his wife, Mary. From that time the inn became more familiarly known as Mally Pashley's and, locally, the house is still referred to by that name today.

WOODSOME BRIDGE. (57)

The crossing of the Fenay Beck here is likely to date back to at least the thirteenth century as Kaye tenants living on the Lepton side of the stream would be obliged to bring their corn for grinding at the nearby Woodsome Mill. The surveyor John Ogilby, who travelled these parts in 1675, described the crossing then as a wooden bridge over a rill.

WOODSOME MILL. (58)

The second house on the right, after the bridge, was once part of Farnley's manorial corn mill. Woodsome Mill was, together with the farm standing on the eminence opposite, in the tenancy of the Redfearn family for some three hundred years until comparatively recent times. The first reference to a mill on this site is found in 1297 and, although in its early days the mill worked fulling stocks, its primary purpose was to grind corn which it continued to do for some seven

hundred years. Water for the mill wheel, which was twenty feet in diameter, was brought along a goit from the head of a weir built two hundred yards (182 metres) upstream on the Fenay Beck. The water was channelled diagonally under the road and to keep the channel free of obstructions the miller employed men to crawl through and clear it. The used water was thrown off into a tail race which flowed underground to emerge 350 yards (319 metres) beyond the mill and rejoin the stream at a lower level.

In the mill, the top floor was used for rolling oats and the first floor for drying corn; hoisting equipment reached from top to bottom of the building. The mill machinery including the wheel and all the cogging and hoisting equipment was removed in 1966. Subsequently the building was used as a barn until the late 1980s when it was sympathetically renovated and extended to make a very pleasant dwelling house. Although the alterations somewhat obscured the lines of the old mill, they did not obliterate them and by looking over the road-side wall to the back of the building, the typical three-storied corn mill with its arched wagon-entrance may be easily recognised.

WOODSOME LANE. (59)

Soon after leaving Woodsome Mill look out on the left for a deep ravine. An old route skirted the ravine up the hillside to run close by Woodsome Hall (it remains today as a private footpath). In the 1820s the Dartmouths engaged unemployed textile workers to construct a completely new road from the ravine to Farnley Tyas. By so doing they were much praised for their philanthropy. However, it is an inescapable conclusion that they benefited not only the unemployed but also themselves, as the new route allowed them to close the old public road which ran right by their doors and so achieve the privacy they desired.

WOODSOME HALL. (60)

Soon after the ravine may be seen, on the left, the gateway and tree lined avenue leading to Woodsome Hall. This is not the best view of the Hall but it is the nearest we come to it on the tour. The avenue was probable laid out as a new entrance in the 1820s when Woodsome Lane was built.

The first recorded owners of Woodsome were the Nottons, about whom little is known. In 1236 the estate passed to the Tyas family and remained in their possession until 1370 when it was transferred to Sir William Fynchenden. After his death his widow granted the manor of Woodsome and Farnley Tyas to her son-in-law, John Cay, and the estate remained in the hands of the Kaye family for the next three hundred and fifty years.

Some of the fabric of the building is the work of Arthur Kaye, his son, John, and his grandson, Robert, carried out in the sixteenth and early seventeenth centuries. However, there is no doubt that the work done at that time was not new building but rather alterations and additions to a house which already existed. This was a fine timber framed structure which consisted of a hall, probably open to the roof, a kitchen and a number of chambers and parlours. This house still survives at the core of today's building for the fashion in the sixteenth century was for already existing houses to be clad in stone rather than for demolition and rebuilding. The old house was moated and had a drawbridge over the moat but all traces of these features have now disappeared.

Over the years new generations of Kayes worked hard at building up their estates in Farnley Tyas, Slaithwaite, Lingards and Denby as well as extending and altering their ancestral home. The first baronet was Sir John Kaye, created in 1641, whose loyalty to the Crown during the Civil War resulted in him having to pay £500 to Parliament for the redemption of his estates. In 1726, Sir Arthur Kaye, the last of the family in the direct male line, died. His daughter and heiress, Elizabeth, had married Viscount Lewisham, eldest son of the Earl of Dartmouth and so the estate passed into the hands of the Dartmouth family who used the hall infrequently as a country seat or dower house. The last members of the family to live at Woodsome were the Ladies Frances, Georgiana and Elizabeth Legge, daughters of the 5th Earl of Dartmouth, who left, reluctantly it is said, in 1910. In 1911 the estate was let to Woodsome Golf Club who subsequently purchased the property and who have done much to preserve both hall and parkland.

FENAY HALL. (61) (P)

Just past the entrance to Woodsome Hall stop and look over to Fenay Hall on the right. Although the Fenays of Fenay have been extinct in the male line since 1710 the blood of this ancient family (although diluted) must flow in the veins of many local people, through the Fenay daughters marrying into several local families over the generations. The first reference to the family is found in an undated deed issued some time between 1199 and 1216. From that time the name is found in numerous deeds, in the Poll Tax of 1379 and in various manorial inquisitions, showing that the Fenays continued for four hundred years in the same parish, living on the family land and taking their place among the local gentry.

The builder of the oldest part of the present Fenay Hall was Nicholas Fenay who built in the timber and plaster style of the Tudor Age. This low wing is easily distinguished, even at this distance, from the later buildings. The old house continued as the home of the Fenays until about the time of the Civil War when they appear to have left it in the occupation of tenants.

The last male heir of the Fenays was another Nicholas who died in 1710. He left the estate to his only surviving child, Jane. Jane Fenay's story is a sad one. She had, at the age of twenty-three, become engaged to be married. On the eve of the wedding her betrothed fell into a well near the White Bear Inn at Wakefield and was drowned. Later, Jane, a substantial heiress, received several offers of marriage none of which she accepted. When she died in 1776 she left the Fenay property to her kinsman, Richard Thornton, who directed in his will that it should be sold for the benefit of his two natural children. This was done in 1792 when the North family, who had been tenants at Fenay Hall for fifty years, bought the house and land. The estate soon passed, through marriage, to the Batty family who added new wings to the house and who remained at Fenay until the mid nineteenth century.

WOODSOME LANE. (62)

In the wooded bank on the left of Woodsome Lane may be seen the remains of several small abandoned sandstone quarries which would be used as a source of stone during the building of the road.

On the hillside way over on the right, and to the right of Castle Hill, the small rectangular wood is named Haigh Spring. This name goes back certainly to 1634 when the wood is shown on Senior's map of Almondbury as Widow Haigh's Spring and it has changed little in size and extent since then. A spring wood was a wood where coppicing activities went on, the word spring coming from the idea of new growth 'springing forth' after trees had been felled.

The higher section of Woodsome Lane was once said to be haunted by a one-time steward of the Woodsome Estate, James Rimington, who died in 1697. He is supposed to have been seen galloping at full speed to Farnley where he pulled a nail out of a doorpost at the entrance to the village. Why a ghost should want to do such a thing is not explained but it is such a strange action - even for a ghost that the story must have its origin in some long forgotten and probably clandestine act.

FARNLEY TYAS. (63)

Farnley means a clearing or meadow among the ferns whilst Tyas is the anglicised version of Teutonicus, the name of the family who held the manor in the twelfth century.

It is an interesting village in that, at the time of enclosure, the landowners simply walled or fenced around the old strips. In all the other local villages enclosure led to the formation of compact land holdings with new farm buildings at

the centre of each holding. In Farnley, the farm houses remain where they have always been, along the main street. The old walled strips remain to this day and may be glimpsed by walking down Field Lane, the entrance to which may be found near to the telephone kiosk.

THE GOLDEN COCK. (64)

The inn has stood on this site, name unchanged, for more than a hundred and fifty years.

SECTION 7

ST. LUCIUS' CHURCH. (65)

Built at the expense of the fourth Earl of Dartmouth St. Lucius' Church was consecrated in 1840. The small school near to it was originally a National School.

CASTLE HILL. (66) (P)

After the fork on to Honley Lane stop about one tenth of a mile past the de-restriction sign to look over to Castle Hill on the right. Dominating the landscape as it does, Castle Hill is a prominent and distinctive landmark visible from many parts of the Huddersfield area. Indeed, to most travellers returning home to Huddersfield, their first welcome sight of Castle Hill tells them that they are near their journey's end. From earliest times the hill has played a significant part in the history of the district. It has served as a settlement site, a fort, a castle site, a signalling station, a rallying ground, a sporting venue, a picnic area and an exciting playground for those children lucky enough to have been told something of its story. Without doubt Castle Hill is the most ancient historical monument in this part of Yorkshire and so long is its history that, in a work of this kind, its story can only be summarised.

Ash from one of the hearths of the first settlers on the hill has been radio-carbon dated to 2151 B.C. As they built no defences on the site, these distant people were probably hunter gatherers who stayed a brief season on the hill and then moved on. After they went, the hill top was abandoned long enough for a layer of soil to form over their hearths.

When people came back to the hill their settlement may have been more permanent as they lived within simple defences. An area of five acres at the south-western end of the hill (where the tower now stands) was enclosed by a single bank which, with the exception of the northern portion, was placed at the edge of the

summit plateau. The gateway was in the northern bank which ran across the summit from north-west to south-east. Like the first settlement this fort too was abandoned and fell into ruin being covered, over a considerable number of years, by a second land surface.

Subsequent occupation of the hill became more and more defensive as tribal warfare spread in the area, with new and complex ramparts being built and ditches dug. About 550 B.C. the defences were extended to surround the whole of the summit plateau within the 875 foot contour and a new gateway was placed at the north-eastern end of the hill. A century or so later the occupants built another rampart and ditch below the summit at the eastern end and they also widened and heightened the existing inner rampart. Clearly, things were hotting up among the tribes living in this part of Yorkshire two and half thousand years ago.

A short time after this last upgrading of the defences the ramparts were destroyed by fire. Until recent years it was believed that the burning was a result of the deliberate slighting of the fort by an enemy, probably the Romans who are known to have had several battles with the warlike northern tribes. However, modern dating methods have proved that the burning occurred about 400 B.C. and modern techniques have revealed that the fire was caused by spontaneous combustion of the timbers within the ramparts.

After the catastrophe the inhabitants fled and the buildings were left to tumble down into ruin and decay. There is no evidence that the interior of the fort continued in use and if the Romans did come to the hill they found the site overgrown and decayed. They did not destroy it.

It was to be some fifteen hundred years before the hill was re-occupied. The summit of the hill as we see it today is largely a result of the building of a medieval earthwork with a castle. From this distance it is possible to pick out the layout of a fairly standard type of Norman castle with an inner ward (where the Victoria Tower now stands) separated from a middle ward by a deep ditch. The castle keep would be sited in the inner ward. The middle ward which might have housed a small garrison was separated from the outer ward by another rampart and ditch on the same line as the northern defence of the small Iron Age fort. The castle was granted by King Stephen to Henry de Laci in the 1140s and probably served as an administrative centre for the western part of the Honour of Pontefract. Towards the end of the thirteenth century the function of the castle changed and it became a hunting lodge used, somewhat infrequently, by the de Lacis.

By 1340 the castle was no more. It had been deliberately demolished following the defeat of the Earl of Lancaster at the Battle of Boroughbridge in

1322. Lancaster had previously gained control of the Honour, and the castle, through marriage to Alice de Laci.

In 1588, at the time of the Spanish Armanda, the first of several beacons was set up on Castle Hill, part of a countrywide network of beacons which were intended to be lit to give warning of invasion. After the beacons came the bonfires. The first of these was lit to mark the end of the Crimean War and since then bonfires have celebrated coronations and jubilees and there was a massive one lit on V.J. night in August, 1945. The plateau of the hill has also been the scene of prize fights, cock fights and dog fights as well as public meetings of various societies and organisations including the Chartists in 1848, the Secularists in 1861 and the weavers at the time of their strike in 1883. The first public house was built on Castle Hill in 1811 and the present Castle Hill Hotel dates back to 1852.

As early as 1851 there were moves afoot to erect a tower on the hill but the scheme fell through when the Ramsden's Agent objected to the idea. Nevertheless, the idea lingered and another opportunity presented itself when Queen Victoria celebrated her Diamond Jubilee. Public subscriptions were collected and the corner-stone was laid by Mr. (later Sir) John Frecheville Ramsden on the 25th June 1898. The tower was built one hundred and six feet high which, with the height of the hill, took the top to one thousand feet above sea level. Built in just under a year the Victoria Tower was opened by the Earl of Scarborough on 24th June 1899. And there it still stands, fast approaching its centenary. It cannot be denied that the tower is an intrusion into a site as old as this but it has, over the years, become very much an accepted part of the Huddersfield scene.

FARNLEY PINFOLD. (67)

A little further along on the left of Honley Road (near to a public footpath sign) some low ruined walls and a doorway are all that remains of Farnley's Pinfold. Despite its delapidated condition this pinfold is much more recognisable as such than the one passed earlier at Lepton.

HEY WOOD. (68)

The wood over the wall on the left of Honley Road is, in May, carpeted with bluebells and the air is sweet with their perfume, surely a sight and a scent worth stopping a car for.

THE ANTI-AIRCRAFT BATTERY. (69)

One tenth of a mile after the route forks into Hey Lane look out for a wooden bungalow on the right. In the fields behind the bungalow some buildings

remain of an anti-aircraft battery set up here at the beginning of the Second World War. Local people who were alive then will remember the search lights and the booming of the guns during air raids and remember too the thrill of locating and collecting widely scattered shrapnel on the morning after a raid.

THE PARK. (70)

One tenth of a mile after the wooden bungalow look out on the left for a ditch running down the hill at right angles to the road. Once part of the boundary between Almondbury and Farnley the ditch is dry and, therefore, probably dug by man. Lower down the hillside it connects with a natural ditch which continues the boundary down to the river Holme. But as well as being the township boundary, the ditch also marked the boundary of a Norman deer park established here probably at the same time as the buildings on Castle Hill were being used as a hunting lodge. From the ditch the land on the left, as far as Park Lane, was part of the park which extended down the hillside to the river Holme, its western boundary.

A medieval deer park was a venison farm of considerable size (in Almondbury's case, sixty acres) often enclosed by an earth bank and ditch and a deer proof palisade. Deer are notoriously difficult animals to contain and so the palisade would be set up on the outer edge of the ditch. Hunting was an important but nevertheless ancillary activity within a park, the confines of which would be considered too restrictive for a lengthy chase. The primary purpose of a park was the raising and managing of deer which may have been released into the surrounding countryside for the chase but which, above all, ensured a supply of fresh venison for the tables of the local magnates and the honouring of their guests.

STIRLEY HILL. (71)

One fifth of a mile past the ditch look out, on the left, for a row of cottages named Stirley Hill. On a map of the area drawn in 1716 the land here was divided into three closes, High Sturlees, round Sturlee and Hay Sturlee, and Styrrleye is mentioned in the 1584 survey of the Manor of Almondbury. The name, though, is likely to be older as the 'ley'element, which usually means a clearance made in the woodland, dates back to before the twelfth century. The first element of the name probably referred to steers (young oxen).

CATTERSTONES. (72)

Three tenths of a mile after the road swings to the right to become Ashes Lane look on the right for a house called Catterstones. This a name of some antiquity as the land around here is marked as Catterston Banck on the 1634 map

of Almondbury. But Dr. Redmonds in his 'Almondbury Places and Place names' says that the name may be much older. He suggests that the 'catter' element was the original Celtic name for Castle Hill with a meaning simply of 'the hill' or 'hill fort'. If this is so, then Catterstones is one of the oldest surviving place names in the area.

THE VIEW. (73) (P)

Stop somewhere along Ashes Lane to take in the view to the left. Much of the layout of Huddersfield reveals itself from this altitude and, on a clear day, it is possible to pick out the factories and mills and the roads, canals and railways that contributed to the town's prosperity as well as the houses, churches, parks and gardens that resulted from it. The view extends to Golcar, Pole Moor, Outlane and the busy M62 and beyond these, on the far horizon, Stoodley Pike may be spotted, standing on the hills above Mytholmroyd, some 15 miles away.

THE HOLLOW WAY. (74)

Three tenths of a mile after Catterstones look out on the right for a long flight of modern steps leading up to Castle Hill. On the left of the steps, and rnnning almost parallel with them, a faint hollow way may be discerned. It is thought that this was the entrance to the Iron Age fort.

ASHES COMMON. (75)

The buildings on the right of Ashes Lane are aptly named for the land in front of them is Ashes Common. The name is likely to be old and, presumably, it referred to a prominent group of ash trees that once grew here. It is to Ashes Common that Ashes Lane has been leading. The lane is an old one and from its prominent depiction on the 1634 map was important even then. Soon after Ashes Common Farm has been left behind the name of the road changes to Kaye Lane and in that name it continues to Almondbury. Our route, however, turns left shortly after the farm.

SECTION 8

RISHY LEA. (76)

The estate of houses in the hollow to the left of Longley Lane stands on what was, in 1634, an area of land with the pleasant name of Rishy Lea.
The land was divided into two closes, tenanted by a John North. The lea part of the name suggests an early clearance and, because of the lie of the land, the area would be damp and, therefore, an ideal environment for rushes. It is a pity that such a pretty name was not retained as a street name when the houses were built.

LONGLEY. (77) (P)

Stop at the bottom of the hill to consider the hamlet of Longley and Old Longley Hall. When George Searle Phillips, Secretary of the Huddersfield Mechanic's Institute, visited Longley in the 1840s he said, 'It is a poor and wretched looking place and all the houses have the appearance of prisons. How very strange it is, that men should build such dog kennels to live in, when for the same outlay of capital they might erect neat and healthy buildings.' Without doubt, some of the houses he saw remain today but surely they no longer merit such a harsh description.

OLD LONGLEY HALL AND THE RAMSDENS. (78)

Old Longley Hall (the house behind the bus shelter) is of some importance in the Huddersfield story for it was here that the Ramsdens, longtime Lords of the Manor, established themselves in the area. The house as we see it today has, over the centuries, undergone many alterations. The frontage, for instance, was probably rebuilt in the seventeenth century and later, in the early nineteenth century, two gables and a porch were removed when the house was partitioned into cottages. In 1884 when the house was restored to something like its former appearance some Tudor panelling was revealed and thus it may be deduced that the house the Ramsdens knew still survives at the core of the present building.

Before the Ramsden family came, Longley was the home of the Wood family for many generations. There are records of Woods as far back as 1342 and they continued at Longley until the failure of the male line in 1538 when John Wood died leaving three daughters, the youngest of whom, Joan, had married William Ramsden in 1531.

OLD LONGLEY HALL c.1890

William seems to have been an ambitious man and a clever one whose main concern was to raise the status of his family from yeoman to gentry. After the Dissolution of the Monasteries he was an extensive speculator in abbey lands and in 1545 he was appointed Woodward General for Yorkshire. He spent a great deal of time away from home and, perhaps because of this, his marriage was unhappy and childless. In his later years he was plagued by debt and he spent more than one term in the Fleet Prison in London. Having no issue William settled his lands and property on his brother, John, who had been living at Longley during William's absence. John succeeded to the estates after William's death in London in 1580.

John Ramsden was a much steadier character than William, content to stay at home and work on extending and improving the estates. In 1577 he built a new house, Nether Longley, half a mile to the north of the original Longley Hall. There is no doubt that his endeavours improved the status of the family and he was rewarded with a grant of arms in 1575. By the time of his death, in 1591, his family was wealthy and well connected and could truly be counted as members of the gentry.

John Ramsden was succeeded by his son, William, who further increased the family's land and prestige when, in August 1599, he bought

the Manor of Huddersfield from Queen Elizabeth 1 for £975.0.9d. William's son, another John, was knighted in 1619 and became High Sheriff of York in 1636. In 1627 he bought the Manor of Almondbury and, around the same time, he acquired the Manor of Byram, near Ferrybridge, which was to become the principal seat of

the family. Sir John was an ardent Royalist during the Civil War and he served a term of imprisonment in the Tower of London in 1644. He died in March, 1646 at Newark Castle, a month before the garrison there surrended to Parliament.

In 1671, Sir John's grandson, John, was granted a charter by King Charles II to hold a market in Huddersfield and this, as much as anything, secured the future prosperity of the town. This John was created baronet in 1689, the year before his death.

Although succeeding generations of the Ramdens chose to live at Byram they continued to concentrate their efforts on improving their Huddersfield estates. They were involved in supplying the town with its first central water supply in 1743. They provided the Cloth Hall in 1766 and enlarged it in 1780. They were behind the scheme for bringing the first canal into the town in 1774 and they facilitated the building of the railway by allowing it to pass through certain of their lands. The Ramsdens and their kinsman, Earl Fitzwilliam, were instrumental in laying out the town in the mid nineteenth century, providing it with wide streets and handsome new buildings. A Ramsden was among the first Improvement Commissioners and they played a part in incorporation. As landowners and landlords they were not, of course, universally liked and their unpopularity came to a head during the vexatious tenants-rights dispute of the 1850s and 60s. The family's connections with Huddersfield came to an end in September, 1920 when Sir John Frecheville Ramsden, the sixth baronet, after much intrigue and bargaining, sold the estate to the Corporation for £1,300,000.

OAKEN BANK. (79)

The name Oaken Bank given to the crescent of houses on the left of Hall Cross Road is one name that has been preserved from the past. The sloping tree-clad land behind the houses was called 'The Oken Banck' in 1634 and it was described as 'part of ye warant' The warren was land set aside for hunting and the rearing of game. An interesting variation of the name is shown on the map of 1716 where the area is marked Yocking Banck. By 1844 the former open hunting ground had been enclosed and cleared of trees and the Oaken Bank Plantation of today is the result of re-planting.

DOG KENNEL BANK. (80)

A quarter of a mile after forking left into Dog Kennel Bank Lane look out for a newly renovated building on the left. On the 1844 map this house was

named Dog Kennel and it must have been around here that the hunting dogs belonging to Longley Hall were kept. Dogs were an important part of any estate and that importance is reflected by the fact that their presence hereabouts gave rise to the name Dog Kennel Bank for all the hillside.

NEW LONGLEY HALL. (81)

A little further down the lane, on the left, is the entrance and driveway to New Longley Hall. When the Ramsdens visited the town from their seat at Byram they stayed at their new hall here at Nether Longley. The original house on the site was built in 1577 by John Ramsden. It was a Tudor style house, probably built four square round a courtyard. Over the centuries various additions and alterations were made and then, in the 1870s, Sir John William Ramsden built the present house on the original foundations. Today, New Longley Hall is a school.

LONGLEY PARK. (82)

The land over the wall on the left was once part of the demesne of New Longley Hall and was probably emparked during the eighteenth century. At that time, ornamental parkland was intended to emphasize the status and wealth of the owner. Parkland may be described as planned countryside and so the small closes of the demesne land gave way to vast open lawns planted with artfully arranged copses of trees whilst all around new plantations were established. Longley Park is now a nine hole golf course.

SOMERSET ROAD. (83)

A comparatively new route cut up the hillside to Almondbury, Somerset Road was opened circa 1870 and named in honour of Lady Guendolen Ramsden, wife of the Lord of the Manor and daughter of the Duke of Somerset. Before the new road was built Dog Kennel Bank Lane went straight ahead to enter Wakefield Road by way of Smithy Lane.

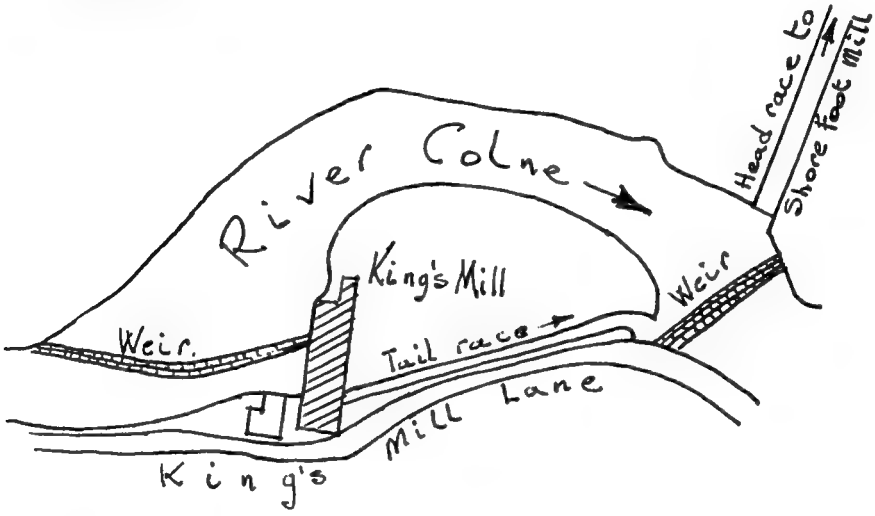
KING'S MILL LANE. (84) (P - at discretion)

There are several items of interest to be seen in King's Mill Lane, all to do with mills and their weirs and water courses. It is a busy lane and parking is difficult except, perhaps, in the evening or on Sundays but if a spot can be found then a short walk to view the various features will be rewarding.

The massive weir on the River Colne is called Shore Foot Mill Dam on the 1778 map of Huddersfield. It was built to provide the head of water necessary for turning the wheel of the mill at Shore Foot which was Huddersfield's manorial

corn mill (See tour No.1 No.56). The water was sent along a head race some 300 yards (273 metres) long and the sluices that controlled the flow may still be seen in the wall above the weir. It seems likely that there has been a weir on this site for at least three hundred and sixty years as the 1634 map of Almondbury shows a feature that is probably a weir in just this position.

King's Mill Lane, unsurprisingly, takes its name from the King's Mill which once stood near to the bend in the road. Our approach to the site from the north-east end of King's Mill Lane is not ideal as we are going against the flow of the water - that is from tail race to head race - but if this is kept in mind and if the small plan below is studied it will be easy to make sense of what remains of this ancient institution.



THE KING'S MILL. (85)

Just after the Shorefoot weir look over the fence on the right to see a much silted up channel running alongside the road. This was the tail race from the King's Mill, the mill itself being built at the head of an arc in the river. The cutting of the channel to carry spent water from the mill wheel to the other end of the arc made a small island of the land between it and the river. Mill, goit and island are shown just so on the 1634 map but the mill and the goit are older than that as the 1584 Survey of the Manor of Almondbury states '.... her Majesty hath one water mill within the said Manor of Almondbury and sometime had one fulling mill standing on the tayle goit end of the said corn mill which is now utterly decayed'

The King's Mill was Almondbury's manorial corn mill. A corn mill was a profitable investment for a manorial lord and it is likely that a mill, built by the de

All tenants were obliged to grind their corn at the mill and had to pay for the privilege. These payments were often in kind, the fee at the King's Mill in 1584, for instance, being one sack of corn in sixteen. In addition, the tenants had, at their own expense, to keep the mill, the wheel and the dam in good repair.

It seems likely that as well as grinding corn the King's Mill, from its earliest days, also worked fulling hammers for there is reference as early as 1340 to a fulling mill in Almondbury. A further connection with textiles is found at the same time in a reference to a dyehouse worth six shillings and eight pence. The name King's Mill dates from the time when the Crown owned the Manor of Almondbury. In 1627 when Sir John Ramsden bought the manor, the mill became his exclusive property but although the old name thus become inaccurate it was to persist through the centuries.

The King's Mill continued working as a corn mill until 1915 when the water wheel was removed. In 1918 it was sold by the Ramsdens to a Joseph Kay and from that time it was run as a textile mill. The last owners were Kay Brown Ltd., Woollen Manufacturers. The building was badly damaged by fire in the late 1960s and was eventually demolished in 1983. It stood on the right hand side of the road which had to bend to go round it. Thus, today, the bend nicely locates the site of the mill, part of which is now occupied by a small industrial building. On the opposite side of the road new apartments are presently being built on the site of another, much later, mill.

Just past the site of King's Mill is a long weir which cuts off the arc of the river and which was built to provide the head of water necessary for turning the mill wheel. A weir is shown in just this position on the 1634 map to which this must be a successor. In 1716 the land opposite the weir was called Damside Close and it was at Damside that a group of men met to survey the King's Mill on the 23rd May 1743. They were the steward and jurors of the manor court and with them were several freeholders and tenants whose bounden duty it was to repair the dam. Evidently there had been some friction and disagreement about liability which had resulted in the dam falling into disrepair. The result of the inquiry led to an important concession for whilst the tenants were to continue with their statutory duty, the lord of the manor was to provide sufficient timber and to allow stones to be taken from the most convenient place in the manor for repairing the dam.

KING'S BRIDGE. (86)

Canon Hulbert, sometime Vicar of Almondbury, writing in 1880 describes the bridge here as being '...recently erected near Stile Common, connecting the

townships of Almondbury and Huddersfield' But, as always in history, the question is, how recent is recently? It is known that Joseph Kaye built two abutments and two stone piers for a wooden cart bridge over the River Colne above King's Mill in 1846. As no bridge is shown here on the 1844 estate map it would appear that the cart bridge was the first on this site. At that time the nearby New Ground and Bunkers Hill Collieries were being worked and it may be that the new bridge facilitated the carting of coals to a wharf on the canalside. The bridge is called 'Wooden Bridge' on the 1854 O.S. map but by the time that map was published the waters of the Holmfirth Flood of 1852 had swept it away.

The present handsome cast iron bridge with its four shields displaying the Ramsden coat of Arms obviously merited a more impressive name than its predecessor. King's Bridge was, because of its proximity to the King's Mill, an obvious choice but it is important to remember that there was no bridge here at the time when the Crown owned the Manor.

SECTION 9

COLNE ROAD. (87)

Before Colne Road was built, which was probably at the same time as the King's Bridge, the land around here was a series of small agricultural closes. One of these, in 1716, was named Priestroyd and that name is preserved in the nearby Priestroyd Ironworks to be seen on the right, at the junction of Queen Street South and Firth Street. As late as 1850 there were few buildings in this area although industry, in the form of a dyeworks and a mill, had started up on the left hand side of the road near to Folly Hall. By 1900 the industrial development of the area was complete, with factories on both sides of the road including one worsted and two woollen mills, a foundry and a lead works. In fifty years, the nineteenth century had laid its heavy, dirty but very profitable hand on the former quiet riverside fields.

FOLLY HALL. (88)

Folly Hall, the area at the end of Colne Road and the bottom of Chapel Hill, owes its name to the enterprise of one Marmaduke Hebden, a man of property in Huddersfield in the eighteenth century. Duke Hebden was the only Huddersfield man to invest in the new Huddersfield to Woodhead turnpike of 1768. Confident that the new road would extend development southwards from the town centre, Hebden commissioned Blind Jack Metcalf to build a row of four tenements near to

the bridge over the river. Most people, however, considered it unwise to build so far from the centre of things and soon, probably even before it was finished, Hebden's building was being referred to as 'Folly Hall'. The building, which became the Commercial Inn, stood for one hundred and fifteen years before it was demolished in 1890.

CHAPEL HILL. (89)

The road at Chapel Hill, originally Buxton Road, was the way by which the Huddersfield to Woodhead turnpike of 1768 left the town. The names of certain closes shown on the 1716 and 1778 maps of Huddersfield indicate that the sloping land around here was named Bank and when, in 1775, a so called 'Dissenter's Chapel' was built near the top of the hill it was called Old Bank Chapel. This was the first Wesleyan Methodist Chapel to be built in the town and soon after its building this section of Buxton Road became Chapel Hill. The chapel, which stood on the right hand side of the road, was rebuilt in 1837 and renamed Buxton Road Chapel. It was closed in 1950 and subsequently demolished to make way for road improvements in the area.

THE 'CO-OP' (90)

At the top of Chapel Hill notice, on the right hand side of New Street, the impressive premises of the central branch of the Huddersfield Co-operative Society. The Co-operative Movement was new in Huddersfield when the first store was opened on this site in 1860 and, because of the stigma of socialism then attached to the Movement, shopping there was at first considered to be less then respectable. Consequently, business was poor and to encourage trade it was advocated at a meeting that members of the committee should frequently walk in and out of the store to give the impression to the public that there were plenty of customers.

This ploy must have been successful for in 1887 an impressive new store was erected on the corner of Buxton Road and Princess Street. Subsequently, three new phases of building extended the store: 1894 the section with the dome, 1905 the section with the clock tower and 1936 the easily recognisable end section built very much in the style of the times.

Success breeds success and between 1860 and 1901 the Society built and operated a further twenty-two stores all over the Huddersfield area. No doubt, many of our readers will still be able to remember their 'co-op' number.

THE RING ROAD. (91)

It is difficult now to picture the area around the ring road here as it looked only thirty or so years ago. The land was developed during the late nineteenth century with the building of street upon street of high density housing with its attendant yards and courts, shops, chapels and small workshops. The redevelopment of the area in the 1960s which included the building of the land-hungry ring road, swept away South Parade, Charles Street, John Street, Grove Street, Duke Street and Swallow Street, all names which doubtless will revive memories, fond or otherwise, for some of our readers. Incidentally, the name Castlegate, given to the part of the ring road near to the County Court does preserve an old Huddersfield street name but it really has no place here as the original Castlegate was at the other side of town near to Old Leeds Road.

MARKET STREET. (92)

On the right hand side of Market Street notice the Imperial Arcade, a partly covered shopping precinct which runs through to New Street. Originally, there were two adjoining yards here, the Queen's Yard at the Market Street end and Hanson's Yard at the New Street end. In 1873 a Mr.J.R.Hopkinson refurbished Hanson's Yard and covered it with a glass roof. Soon afterwards the wall dividing the two yards was demolished and the resulting new enlarged yard was re-named Imperial Arcade, taking its name from the Imperial Hotel which stood directly opposite the New Street entrance.

The building adjoining the left hand side of the Arcade was once the Queen Hotel where, in 1891, a meeting of local cricketers led to the formation of the Huddersfield and District Cricket League. The league was made up of ten clubs: Armitage Bridge, Cliffe End, Golcar, Huddersfield United, Holmfirth, Lascelles Hall, Linthwaite, Lockwood , Meltham Mills and Slaithwaite.

On the left hand side of Market Street, opposite to Cloth Hall Street, modern shops now stand on the site of Huddersfield's Cloth Hall. Built in 1766 by Sir John Ramsden the hall helped to ensure the town's development as a centre of the textile industry. Constructed, unusually, of red brick the Cloth Hall was a circular building lit from an inner courtyard. In its heyday clothiers came from all the surrounding villages and buyers from as far as Leeds, Manchester and London. With the development of the fancy trade in the mid-nineteenth century the need to keep designs secret led to the clothiers conducting their business from small rooms built for the purpose in local inn yards. Consequently, the importance of the Cloth Hall declined and, in 1876, it was altered and fitted out as a general market, a

purpose it served for four years until the new market hall was opened in King Street in 1880. The lettings for the stalls in the Cloth Hall were put up for auction on the 1st January 1877, the highest bid being £69 and the lowest £9. Bidders included shoe makers, fent dealers, earthenware dealers, oyster sellers, cheap-jacks, milliners and drapers. In 1881, after the market had moved on, the ground floor of the hall became an Exchange and News Room.

When, in the late 1920s, the future of the Cloth Hall was considered by the Corporation there were few Councillors in favour of retention. The site was regarded as of more value than the hall and so it was demolished in 1930. There were hopes that a public library would be built on the site but these were dashed when the Corporation announced that the financial climate of the times precluded such a scheme. Subsequently, the site was sold and in 1935/36 the Ritz (later the A.B.C.) Cinema was built. Arguably, the Ritz was the most luxurious cinema in the town and many of our readers will remember it in its heyday when films played to full houses and people were willing to queue to gain admittance. They will remember too the magnificent organ which was played with many fanfares and much flourish during the intervals. In 1984, despite pleas for its retention as a theatre, the cinema was demolished. Once again the value of the site had proved too great to withstand.

During its lifetime the Cloth Hall was often criticised for its lack of architectural merit - it was more than once described as downright ugly - and this was one factor that led to its demolition. But, when we compare it with what is on this prime site today the thought cannot be avoided that the Cloth Hall with its historical associations was handsome enough as, for that matter, was the Ritz.

Market Street, which was opened up at the same time as the Cloth Hall was built, was originally called Cloth Hall Road. The name change came about some twenty years later presumably to avoid confusion when Cloth Hall Street was built. Cloth Hall Street with its wide approach to the Cloth Hall must have been considered the more important of the two.

THE ESTATE BUILDINGS. (93)

On the approach back to St. George's Square notice the building on the right hand side of Railway Street. This was built in 1871 as an estate office for the Ramsdens and the painted shields along the side are those of the families joined to them by marriage. As an end to the tour, it is worth taking time to pick out the several different species of birds and animals to be seen in the carvings that adorn

the building and to look also among the carved foliage for the little man displaying his bare bottom. It is said that this was the parting shot of a dismissed mason. He is not easy to find, but he is there.

BIBLIOGRAPHY AND SOURCES

Most of the books and documents listed below are available for consultation at the local studies department at Huddersfield Central Library where the unfailingly cheerful and courteous staff are always delighted to do their utmost to help with genuine inquiries

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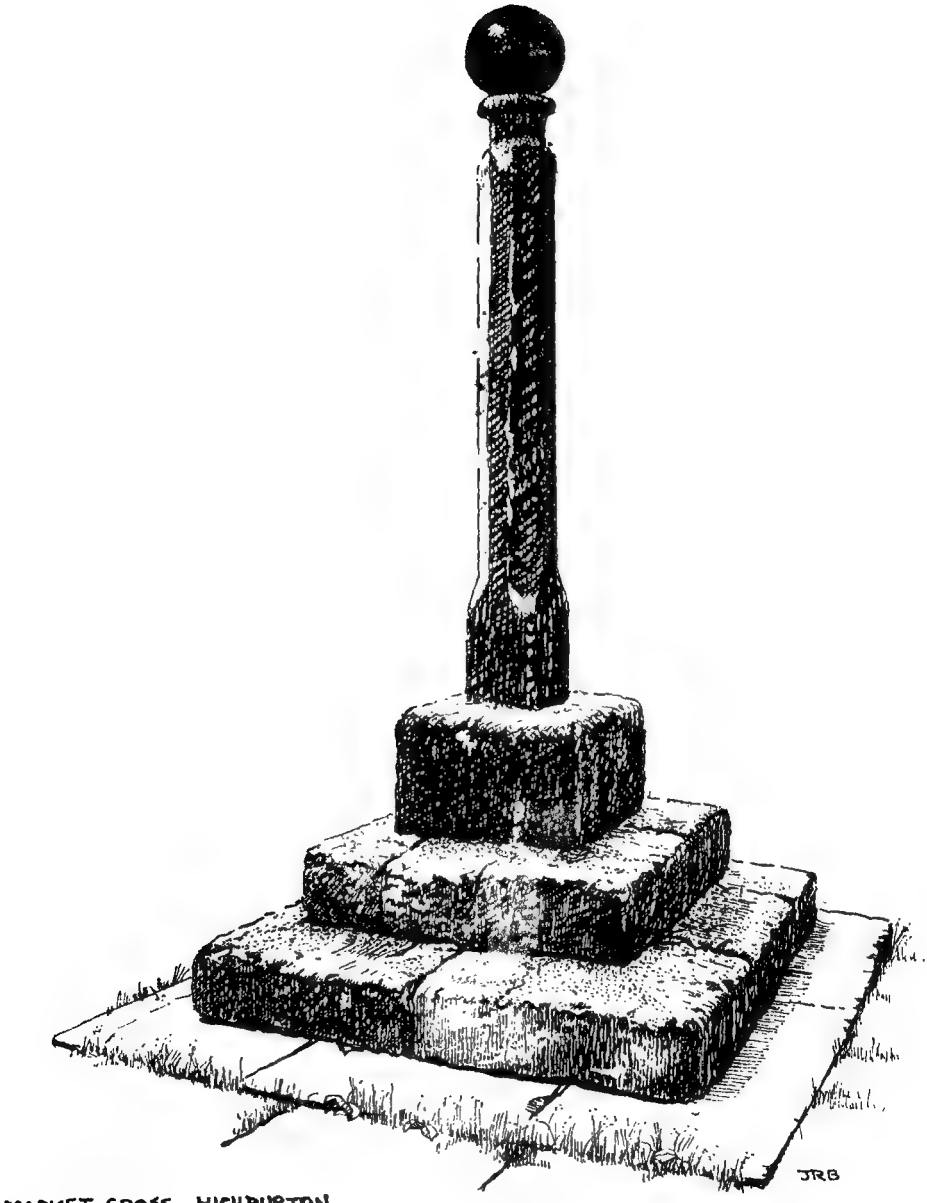
TOWNSHIP MAPS: LEPTON 1720,1780
KIRKBURTON 1753
HUDDERSFIELD MAPS, A COLLECTION 1634 - 1844
ALMONDBURY & HUDDERSFIELD MAPS - A COLLECTION 1634 - 1860
O.S. MAPS FROM 1854
A PICTORIAL MAP OF ALMONDBURY C. STEVENSON 1975

.....and ,nearly 800 years later:

Huddersfield, one of the principal seats of the Yorkshire woollen manufacture and a rapidly improving market town ..... is the head of a large parish. The town is pleasantly on the crown and declivities of eminence in the picturesque vale of the river Colne. The Municipal Borough of Huddersfield includes the townships of Almondbury, Dalton, Huddersfield, Lindley - cum -Quarmby, Lockwood, Moldgreen and Newsome and had 70253 inhabitants in 1871 ..... This part of the country is naturally barren and un productive; but it's advantages for manufacture arising principally from it's coal and waterfalls have raised it to it's present prosperity.

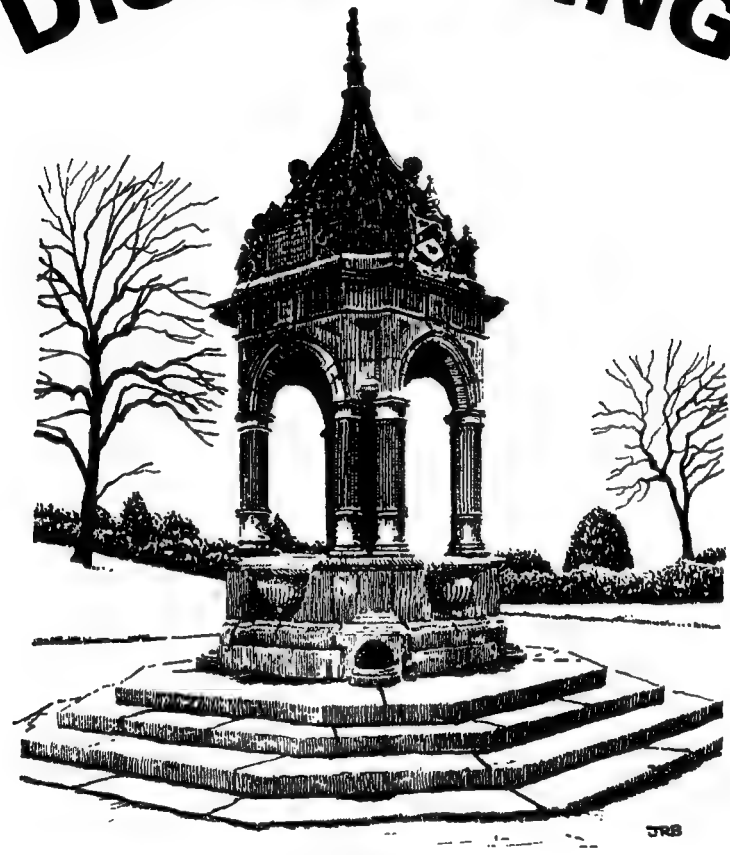
Huddersfield, Whites Directory, 1881



MARKET CROSS, HIGHBURTON

IBSN 0 9

DISCOVERING



OLD HUDDERSFIELD

PART TWO

Gordon and Enid Minter

Front cover:- The Jubilee Fountain, Greenhead Park.
Back cover:- The South African War Memorial, Greenhead Park.

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DISCOVERING OLD HUDDERSFIELD

PART TWO

By

Gordon and Enid Minter

Illustrations by
J.R. Beswick

1995

This book is for three quarters of
the 'Howgill Eight':
James and Kathleen Broadbent
Peter and Vera Greenwood
Albert and Ellen Ramsden
with whom we have shared many countryside adventures
and even more laughs.

ISBN 0 9524747 1 9

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There are few towns in the manufacturing districts more delightfully situated, with respect to scenery, than our good town of Huddersfield.

George Searle Phillips, 1848

INTRODUCTION

Part two of 'Discovering Old Huddersfield' follows the same format as part one - two car tours designed to take you, the reader, out to discover how much of the past remains to be seen along our local highways and byways. The tours, both of which explore the area to the west and south west of Huddersfield, pay particular attention to social, industrial and recreational development, to the growth of communications and to the history of the water supply which has been of particular interest during the extraordinary dry summer of 1995. As both tours touch on the Colne Valley the story of the Luddite years is a recurring theme.

As in part one, we have given the directions for the whole route before the historical commentary. Each feature discussed, however, has been given a reference number which appears in the appropriate place in the directions to help locate it.

We have tried to make our directions clear, concise and easy to follow and we have used miles rather than kilometres because, at present, car mileometers and signposts do the same. However, as we are fast approaching the mandatory use of the metric system, all yardages are also given in metres. In both directions and commentary instead of using compass points we have used the less complicated left and right hand side and these should, of course, be taken to refer to the direction in which you are travelling.

In undertaking the tours it is important to be aware of the difficulties of following what might be an unfamiliar route by car as well as the dangers of stopping, suddenly perhaps, to look at various places of interest. With the speed of modern traffic it is inevitable that some sites will be missed altogether and so, with this in mind, we suggest you carefully read through each tour before setting off. This will not only give you some idea of where you are heading but will also allow you to locate anything of particular interest and be ready for it as you come upon it.

In certain places it is necessary to stop to take in all there is to see and, where we know that parking is easy, we have suggested this with the symbol (P). Occasionally, we suggest you leave the car and walk a short distance to see sites not visible from the road. Such places we have marked (P.W.) but we leave the decision to you. To help those who might like to find their own

parking place and tackle parts of the tours on foot we have divided each route into measured sections of about a mile. Thus an area of particular interest may be thoroughly explored by walking no more than two miles. Of course, anyone familiar with the area may prefer to undertake the journey merely in his or her imagination.

As our book is of general recreational interest rather than a scholarly work we have not provided footnotes but we have included a bibliography which we hope will be of use to anyone who might wish to pursue a particular interest.

In the introduction to part one we commented that some of the information contained in any guide book is likely to be out of date before the book is published. We were soon proved right for neither tour in that book is now exactly as we described it. For example, we mentioned a large gateway in St. Andrew's Road, once the entrance to British Dyes. Now it has gone and the site is unrecognisable. In view of such rapid changes we can only reiterate that our routes are described as we found them the last time we checked them.

Few books can be produced without help from others and we are grateful to Mike and Cynthia Beaumont, Sue Cottril and Alison Hughes for their practical advice and encouragement. Special thanks are due to our brother/in law, Richard Beswick, for his admirable illustrations in both books and perhaps we should thank our family for putting up with what has been our eight months long preoccupation.

Finally, we should say that if we live long enough we hope to produce part three which will be of a slightly different format.

Tour No. 1

PALACES AND PLEASURE GROUNDS

The first tour starts in St. George's Square, travels through an industrialised area to the south and west of the town, and ends at Greenhead Park - one of the pleasure grounds of the title. The provision of public parks in the late nineteenth century stemmed from a growing conviction that an urban population could and should benefit from open spaces and an acquaintance with nature. In addition to large landscaped areas like Greenhead, Huddersfield had a number of smaller parks and public gardens and the tour passes the sites of three of these. At the opening of Greenhead Park in 1884, the Mayor commented that such a place would have had little value, sixty years previously, when people had no spare time to avail themselves of recreation. The mills and factories where those people worked were described by G.S. Phillips, in 1848, as 'enchanted palaces' and, as the tour crosses the Colne Valley, these improbably named buildings are much in evidence. Of course, we do not concentrate exclusively on parks and mills as the tour passes many other interesting features such as canals, turnpike roads, railways, public baths, schools, co-operative stores, hotels and cinemas all of which played an important part in the development of the area or in the daily life of its people.

DIRECTIONS

Section 1.

The tour starts in St. George's Square (1). Leave the Square, passing the George Hotel (2) on the left and turn right at the lights into John William Street (3). At the traffic lights at the Market Place (4) turn right into Westgate (5,6) and continue straight ahead (7) through the next set of lights (8). About 60 yards (54m) after the ring road lights fork left into Greenhead Road (9,10,11) and then take first left into Park Avenue (12). At the T junction turn left into Springwood Avenue and in about 125 yards (114m) left again into Water Street (13). At the end of Water Street turn right into Spring Street (14) and right again into Old South Street (15,16). Turn left into Merton Street. This is 1.1 miles from the starting point.

Section 2.

After turning left into Merton Street take the right hand lane to the traffic lights at the ring road. Turn right (s.p. Oldham A62, Holmfirth A616, Wakefield and Sheffield A629) taking the middle lane (Holmfirth A616) (17) to the second set of lights at Chapel Hill. Continue straight on down the hill (18) and keep straight on through the lights at Colne Road (19,20,21,22) and St. Thomas' Road and 125 yards (114m) after the latter fork left into Albert Street (23). After a third of a mile (24) turn right into Bath Street (25) and then left at its junction with Lockwood Road (26). Having joined Lockwood Road continue to the next set of lights at the Red Lion (27,28). This is 1.1 miles from Merton Street.

Section 3.

At the Red Lion lights turn right into Swan Lane (29,30) and follow this under the railway bridge (31,32,33), soon after which it becomes Park Road (34). Follow Park Road (passing St. Barnabas Church on the right) to the traffic lights at Blackmoorfoot Road (35). This is 0.7 miles from the Red Lion.

Section 4.

Cross Blackmoorfoot Road into Park Road West (36) and continue down the hill to turn left into Manchester Road (37,38). In a quarter of a mile fork right (s.p. Milnsbridge) into Whiteley Street (39) and, after crossing the canal (40) follow the one-way system by forking left into Yates Lane and then turning right into Morley Lane (41) and left into Market Street (42). At the lights turn right into George Street (43) and follow this for about a third of a mile before turning left into Bankhouse Lane. Follow this up the hill and take first left into Armitage Road and continue to its junction with Market Street. This is 1.6 miles from Blackmoorfoot Road.

Section 5.

At the end of Armitage Road turn right into Market Street and follow this under the railway viaduct (44). Immediately after the viaduct turn right into Lowergate (s.p. Paddock) (45). Follow Lowergate for approximately half a mile (46) to the roundabout at Paddock Head (47). At the roundabout take the third exit into Luck Lane (48,49) and after half a mile turn right into Jim Lane. This is 1.1 miles from the end of Armitage Road.

Section 6.

Follow Jim Lane as it crosses Broomfield Road (50) and continue

straight ahead into Dudley Road. At the T junction turn right into Lawrence Road and then left into Heaton Road. Passing Grasmere Road on the left continue to the cross roads at Gledholt Road and go straight ahead into Park Drive South. Follow this round the park (51) for a third of a mile and at the T junction turn left into Park Avenue. The tour ends at the junction of Park Avenue and Trinity Street (52). This is 0.9 miles from the beginning of Jim Lane and 6.4 miles from the starting point of the tour.

SECTION ONE

The tour starts in St. George's Square. Before leaving the Square spare a few moments to consider two of the town's finest buildings, the station and the George Hotel. (N.B. other buildings in the Square are dealt with in 'Discovering Old Huddersfield, Part One').

HUDDERSFIELD STATION (1)

On the 26th April 1845 a local company, the Huddersfield and Manchester Railway and Canal Company, was authorised by Act of Parliament to begin work on a railway line, part of which would run along the lower Colne Valley to join the existing line at Heaton Lodge. The first sod was cut at Deighton on the 10th October 1845. Around the same time, work began on the station which was built to the northeast of the Market Place on part of a large field called George Close, subsequently to be developed as St. George's Square.

The foundation stone of the station was laid on the 9th October 1846. The day was declared a public holiday, church bells rang all day and an impressive procession of clergy, police, architects, contractors, engineers, magistrates, freemasons, company officials and shareholders paraded through the town to the Square. Bringing up the rear of the procession was a Right Hon. the Earl Fitzwilliam who was to perform the stone laying ceremony. Thousands of people crowded into the Square to watch the proceedings and celebrations continued throughout the day. Less than a year later work on the line was completed and the first train arrived in Huddersfield on 2nd August 1847.

The station, which was designed in classical style by James Pigott Pritchett of York, was built by Joseph Kaye, a man responsible for several of

Huddersfield's fine public buildings. By the time the station was completed, in 1850, the Huddersfield and Manchester Company had become part of the much larger London and North Western Company. In May, 1849, the L. and N.W. reached an agreement with the Lancashire and Yorkshire Railway Company for the joint use of Huddersfield Station and for many years the two companies had separate booking offices at the station, the L. and Y. at the west end (unoccupied at present) and the L. and N.W.R. at the eastern end (now the Station Tavern). Still to be seen over these old offices are the nicely restored logos of the two companies, that of the Lancashire and Yorkshire with the appropriate red and white roses and that of the Huddersfield and Manchester (representing the L. & N.W.R.) with its suitable motto, 'devant si je puis'.

Plans to convert the L. and Y. office into a Victorian type buffet and a rail museum to be called 'Head of Steam' are presently awaiting approval from the Secretary of State for the Environment.

Only twenty years after the station was opened, the state of the public accommodation there had become the subject of many complaints. Both the Town Council and the Chamber of Commerce attempted to persuade the railway companies to attend to the matter but without success and it was only after Col. Zolland, a Government Inspector, held an inquiry into the matter at the station, on the 3rd February 1870, that things began to improve.

In 1881, at a time when the London and North Western Company was doubling most of its railway lines through Huddersfield, the decision was taken to extend the station by the addition of an island platform and to improve it by providing a subway and a large roof to cover both the old and the new platforms.

For many years, soot encrusted and grimy, Huddersfield Station was little regarded and it was not until it received fulsome praise from the poet John Betjamen in the 1960s that local people woke up to the fact that they had in their midst one of the finest examples of railway architecture in the country. In recent years the building has been cleaned and repaired whilst at the same time much has been done to improve the ambience of its surroundings. Now, at last, the scaffolding has been removed and we are able to see the station once again as its idealistic and confident Victorian builders meant it to be.

Huddersfield Station must be unusual in that it is approached from the east, above the ground, by means of a viaduct and from the west, under the

ground, by means of a tunnel. At the time of building, the land to the east of the station was largely empty and consequently there was little difficulty in finding space for the long forty-five arch viaduct. The land to the west, however, was occupied and to make way for the entrance to the Springwood tunnel a great deal of property had to be demolished including a small street off Westgate, called Temple Street, which was the site of one of the town's first theatres, the Royal Circus.

The viaduct was the scene of a potential disaster when, on Saturday, 14th July 1866, shortly after 11p.m. the express Bangor mail train hurtled into an excursion train from Leeds which, for some reason, had halted just outside the station. Amazingly, although there was a good deal of wreckage there were few serious injuries even among a party of teachers from Buxton Road Chapel who, returning from a day trip to Kirkstall Abbey, occupied the last carriage of the Leeds train.

Accidents in tunnels were fairly common and one occurred in the Springwood tunnel on Thursday, 31st March 1870. A cattle truck containing a valuable cow had been attached to a passenger train due in Huddersfield at 1.29 p.m. The train had passed through the Standedge and Gledholt tunnels without difficulty but in the Springwood, metal rails, put in to strengthen the tunnel roof some twenty years previously, caught the cattle truck and wrenched off the top and the sides. The train was brought to an abrupt stop but, luckily, although the passengers were severely shaken no one was seriously injured - not even the cow.

In our safety conscious times it is difficult to believe the number of accidents that occurred on the railways in mid-Victorian times when, after all, they had been operating for more than a quarter of a century. For example, in the year of the cow, 1870, there were no fewer than ten accidents, mostly collisions and derailments, on lines in or near to Huddersfield and although this was undoubtedly an all time high for a single year there were at least eight others in the four previous years. We will encounter the scenes of one or two of these later.

A calamity of a different kind put the station itself at risk on Wednesday, 3rd April 1867. At 2 a.m. a fire was discovered at the Lancashire and Yorkshire Railway Company's warehouse. By 2.30 a.m. all the local fire brigades had arrived at the scene but despite their efforts the building was soon

engulfed. By 4 a.m. the roof was alight and half an hour later the wall nearest to John William Street fell. When the fire was at its height the heat was so intense that railway trucks some twenty yards away burst into flames. The wind carried showers of sparks and burning wood into St. George's Square and the streets around, putting other buildings at risk. One shop, Swallow's tobacconist in John William Street, actually caught fire - as also, it was claimed by its owner, did a drying stove some considerable distance away at Seed Hill. The L. & Y. must have either rebuilt quickly or moved into other premises for only sixteen months later on Sunday, 2nd August 1868, their warehouse again caught fire. It was the hottest day of a hot and dry summer and a wagon load of wool had been left directly beneath a plate glass skylight. The fire was discovered at 5.30 p.m. and by 8.00 p.m. despite the best efforts of the fire brigade the entire building had been destroyed.

THE GEORGE HOTEL (2)

The coming of the railway stimulated the commercial development of the hitherto empty land to the north of the Market Place and by 1849 a number of new streets had been proposed or laid out and several new buildings planned. Among the first of these was the George Hotel which was opened in the new Square in 1851. Built to replace the old George Inn in the Market Place the hotel is an impressive building, designed by William Wallen in an Italinate style to complement the classical facade of the railway station. The quality of the stonework is obvious and, nearly a century and a half later, is a fitting reminder of the excellent standards of the builder, Joseph Kaye.

It was at the George Hotel on 29th August 1895 that a meeting was held by the English Rugby Football Union to discuss payment to players for broken time and loss of wages at work. The meeting was a bitter one, no agreement was reached and consequently twenty clubs, of which Huddersfield was one, broke away from the English Union, with its strict emphasis on amateur status, to form the Northern Rugby Football Union, known later as the Rugby League.

Now, in the centenary year, after many meetings and following a proposed injection into the game of some £87 million by Sky Television, changes just as contentious have been approved by a majority of Rugby League officials. The new structure will consist of a super league of twelve

clubs, a first division of eleven clubs (including Huddersfield) and a second division of ten clubs. After a shortened 1995 - 1996 season the new three tier system will begin in March 1996 and will be run thenceforth as a summer competition.

We can only hope that the new format will be successful and that the promised funding will continue into the future.

JOHN WILLIAM STREET (3)

Built to provide a new and direct approach to the station from the Market Place, John William Street was the first of several new streets to be laid out on the empty land to the north of the town. Thereafter, development was rapid and St. Peter's Street, Northumberland Street, Brook Street, Byram Street, Lord Street and Church Street soon followed with their attendant buildings. Most of John William Street's Victorian buildings remain and it is worth a glance above the modern day shop fronts to see the unchanged and more gracious building lines of those times. The street was named in honour of the then lord of the manor, Sir John William Ramsden.

The construction of John William Street brought about the demolition of the old George Inn the position of which, on the north side of the Market Place, stood in the way of the new road's continuation into New Street. As well as affording accommodation to many of the town's most eminent visitors the old George had, for more than a century, been the scene of many important political and business meetings. It may, therefore, have been a sense of history - or even sentiment - that led to the preservation of the old building for it was pulled down carefully and re-erected in 1852 at the corner of St. Peter's Street and Byram Street where it may still be seen. The route of our tour runs over the site of the George, just before the right turn into Westgate.

THE MARKET PLACE (4)

Before turning right into Westgate notice, straight ahead, the Market Place which, apart from the removal of the George Inn, has changed little in shape and extent since it was established here in 1671. In that year King Charles II granted to Sir John Ramsden the right '... to have and to hold one market in the town of Huddersfield to be held on Tuesday in every week for ever for the buying and selling of all manner of goods and merchandise...'.

Soon after receiving the Charter the Ramsdens raised the Market Cross to mark the site of the general market and although, over the years, it has been moved several times and has been repaired and restored it remains much as it was when erected, surely one of the oldest edifices in the town.

The general market continued to be held in the Market Place for two centuries by which time there was much agitation for a covered market which would be more in keeping with the prosperous modern town. So great was the demand that it even found its way into the pantomime 'The Forty Thieves' presented at the Theatre Royal in 1872. In a forthright, if not literary, piece of dialogue several characters addressed the contentious subject thus:

'Who talks of Markets? Where will they be found?
Not here in Huddersfield, I dare be bound.
Have they a covered market? Oh dear no!
The Huddersfielders no such blessings know.
The working man whose daily task is ended
Towards the Market Place his weary way has wended,
The rain and cold his buoyant spirits crush,
As he toils onward through the mire and slush;
His dinner's not yet bought. Wet to the skin,
The public house invites - he tumbles in,
His money spends, gets drunk - Oh grief and sorrow,
His children get no dinner on the morrow!
His case is bad, but those share his disgrace
Who should and don't build him a Market Place.'

It was to be another eight years before the 'Huddersfielders' received their covered market which was opened on the site of the old Shambles in King Street in March 1880.

RUSHWORTH'S (5)

Whilst turning right from John William Street into Westgate notice the building now occupied by the Pizza Hut Restaurant. In 1867 this site housed the local branch of the United Kingdom Electric Telegraph Company and its clerk, George Bins. But it is the business established here by Mr. Aquilla Rushworth, in the 1880s, that will be best remembered. A. Rushworth & Co. traded at first as toy dealers but by 1900 the premises had become Rushworth's

Bazaar. A quarter of a century later, as Rushworths Ltd. General Fancy Goods, the shop had become Huddersfield's premier department store, a position it retained until its much lamented closure in the late 1960s. Many of our readers will have fond memories of this store and will remember, perhaps, their childhood delight in the magical Christmas window displays.

Until the new General Post Office opened in Northumberland Street in 1914 the top floor of the Bazaar housed the local telephone exchange.

WESTGATE (6)

The estate map of 1716 shows Westgate as an unbroken continuation of Kirkgate leading to an area called, on the map of 1778, Top o'th Town. Neither Westgate nor Kirkgate are named on the 1716 map but on the later map they are shown as West Street and Church Street. Beyond Top o'th Town there were, in the eighteenth century, a number of agricultural closes, a large tenter ground and two footways, one leading to Greenhead and the other striking off to the north west to reach Marsh and Lindley. Not until the New Hey Turnpike and the New North Road were built in the early nineteenth century did Huddersfield have direct routes to the west and north and both these routes, when built, used the old Westgate thoroughfare to approach and leave the town.

As early as 1716, Westgate was solidly built up on the south side and only marginally less so on the north. On both sides, the buildings, probably a mixture of dwelling houses, workshops, inns and stables, had large stretches of agricultural land to the rear. By 1778, several new buildings had appeared in the area, their presence brought about, no doubt, by the proximity of the Cloth Hall which had opened in Market Street in 1768 and which, naturally, stimulated new business and commercial ventures in the area.

THE CHERRY TREE INN (7)

In 1868 a good deal of old property on the north side of Westgate was demolished to make way for the new Ramsden Estate Offices. This handsome Gothic Revival building, designed by W.H. Crosland, opened in 1870 and still stands on the right hand side between Station Street and Railway Street. The demolished property included the shops of a fishmonger, a staymaker and a bootmaker and more notably, perhaps, the Cherry Tree Inn which stood on the

corner of Railway Street and Westgate. One of seven inns then standing in Westgate, the Cherry Tree was favoured by many of the clothiers who came into the town on market day and a great deal of business was contracted there. Those of our readers who enjoy seeking out old photographs of the town will have seen one of a group of men standing in front of the Cherry Tree Inn. This was taken on the afternoon on 27th July 1868 when the landlord, Mr. Cooper, had invited several friends to a final dinner to mark the passing of the old house. Happily a new Cherry Tree Inn, still with Mr. Cooper as landlord, was soon opened on the corner of Westgate and Market Street, diagonally opposite the site of the old one. By the 1920s this had become the Cherry Tree Commercial Hotel. That too is now gone but the area is still known as Cherry Tree Corner and the modern buildings on the site of the inn are part of the so called Cherry Tree Centre.

On 3rd July 1883, visitors to the Cherry Tree would have witnessed a tragic accident when a steam tram and car coming into the town from Lindley ran out of control on the down-hill gradient in Trinity Street and overturned when attempting to round the curve from Westgate into Railway Street. Seven people were killed and twenty eight injured. Trams had been operating in the town only six months when the accident happened and on the Lindley route only two weeks. Public confidence in the new system must have been considerably shaken as a result. Afterwards, trams were required to stop for passengers to alight in Westgate before they continued to the terminus in St. George's Square.

UPPERHEAD ROW AND PEEL PARK (8)

Just after Cherry Tree Corner, look out on the left for Upperhead Row which, until the coming of the ring-road, led directly to Outcote Bank and hence to Manchester Road and the river crossing at Longroyd Bridge. Upperhead Row was the site chosen in the 1970s for the new bus station, the building of which led to the demolition of a great deal of property and the loss to the public of an area called Peel Park. This was a small paved square with a dozen or so specially planted trees, two or three park benches and an ornate drinking fountain.

'SPARROW' PARK

The name Peel Park must have been given to the area when, in January 1873, it was decided to erect a statue of Sir Robert Peel on what was described as 'the open space at Upperhead Row' after Sir John Ramsden and the railway companies refused to allow it to be erected in St. George's Square. However, by June of that year the authorities had relented and the statue was given its rightful place in the Square. Whether it ever stood at Upperhead Row is doubtful but the park must have been officially named in anticipation of its coming and, officially, the name remained. Unofficially, the people of Huddersfield preferred the soubriquet Sparrow Park and as such it is still remembered.

Sparrow Park now lies beneath the entrance to the bus station which was opened on Sunday, 1st December 1974.

GREENHEAD ROAD (9)

The original destination of Greenhead Road, which is shown as a narrow footway on the 1716 map, was, of course, Greenhead Hall, one of four mansion houses situated on the gently sloping ground to the west of the town (the others were Gledholt, Spring Wood House and Spring Grove).

THE 'PRINCESS ROYAL' AND ST. PETER'S VICARAGE (10)

On the left hand side of Greenhead Road notice the large Gothic building, now part of the Princess Royal Health Centre. This was built in 1842 as a new vicarage to replace the original one which, from earliest times, had stood in the area of the present day Venn Street, near to St. Peter's Church. The Rev. Josiah Bateman, vicar of Huddersfield from 1840 to 1855, described the original vicarage as '... a very old building in the worst part of the town with a garden attached in which nothing green would grow ... all was hemmed in by tall chimneys and wretched buildings.' After several members of his family fell ill Mr. Bateman called a vestry meeting at which he, in effect, laid down an ultimatum - if a new vicarage was not built in a healthier part of the town, he would leave. His incumbency must have been valued for a two acre plot of land was acquired in Greenhead Road and the desired vicarage was built for £2,200.

Later, in 1928, the vicarage became part of a new municipal maternity home. When this was greatly extended in 1939 it was opened by Princess Mary, the then Princess Royal, and was renamed the Princess Royal Maternity Home. As such it served the town for more than forty years and, no doubt, many of our readers first saw light of day there.

GREENHEAD (11)

Just past the 'Princess Royal' notice straight ahead a large building visible beyond its boundary wall. This was built in 1909 as a high school for girls and many people will remember the Greenhead girls, strictly uniformed in light and dark blue, hats on heads, satchels over shoulders, decorously making their way to and from school. Greenhead continued as a selective school until a comprehensive educational system was introduced in Huddersfield. Thereafter it became a sixth form college.

Greenhead High School was built on the site of Greenhead Hall which

was demolished to make way for it. The Hall was probably built in the early seventeenth century and was owned or occupied over the years by the Hirsts, the Wilkinsons and the Lister-Kayes.

In the early years of the nineteenth century, Greenhead was the home of Benjamin Haigh Allen, an active member of the Church Missionary Society and a noted local philanthropist. At a time when the established church was becoming alarmed by the growth of nonconformity Mr. Allen, in 1816, received authority, through a private Act of Parliament, to purchase land and erect a new church. The result was the nearby Holy Trinity Church, opened in 1819, which apart from chapels-of-ease, was the first completely new Anglican church to be erected in the Huddersfield parish since circa 1200. Benjamin Haigh Allen died in 1829, aged thirty six, and sometime thereafter the Greenhead Estate was purchased by the Ramsdens. In 1884 a public park was opened on part of the estate (see No.51).

RIFLE FIELDS (12)

The street name Rifle Fields on the left hand side of Park Avenue is a remnant of a much larger area and may, in fact, mark the southernmost limit of the rifle ground which bordered Trinity Street and which covered much the same area as the present Greenhead Park. The name suggests that this once open area may have been used as a training ground for the local volunteer rifle corps which flourished in the second half of the nineteenth century.

On a less militaristic note the rifle ground was certainly a popular venue for shows and sporting events. It was here, for example, that the Huddersfield Floral and Horticultural Society held their annual shows during the 1860s and here that the Huddersfield Athletic Club chose to hold their first and at least seven subsequent festival sports days. In that first festival, held on 24th June 1865, the hundred yards flat race was won in ten and threequarter seconds and the mile in five minutes and twenty seconds.

One particular sporting event held on the rifle ground is worthy of note. On 15th May 1865 a cricket match was played between an all England Eleven and twenty Huddersfield and District players, one of whom was the great John Thewlis of Lascelles Hall. The scores were: All England 75 and 101; District 87 and 90 - a famous local victory by just one run.

WATER STREET (13) (P.W.)

Soon after turning into Water Street notice, on the left, the premises of Conacher and Sons, organ builders who have been in the town for over a century. In the past they also had premises in Bath Street and in Upperhead Row near to Sparrow Park.

At the end of the street stop to consider the old waterworks office, on the left hand side.

Although Water Street and nearby Spring Street were not laid out until the early nineteenth century, the area has had a connection with the town's water supply for at least two hundred and fifty years. Huddersfield, of course, is a well watered area and, in early days, the abundance of springs, wells and troughs was adequate to serve the needs of the small community. But as the town developed it became necessary to provide a more adequate and constant water supply to meet the needs of a rapidly growing urban population. Consequently, in 1743, Sir John Ramsden was approached to construct the town's first waterworks. The nearest copious supply was the river Colne and a scheme was put into operation to pump water from Folly Hall (see No.19) for storage in a small rectangular reservoir in the Springwood area. From the reservoir, water was distributed at certain times of the day to various parts of the town, the supply being controlled for many years by one Betty Earnshaw who, as well as being the turnkey, was a fortune teller and something of a character in the town.

The Springwood reservoir continued to be the town's main water supply for some eighty years but by the 1820s it had become inadequate. In addition, the growing concentration of factories on and near the banks of the river led to water pollution and, after eighty years, the old pumping engine at Folly Hall was regarded as unreliable and primitive.

In 1820, the governing of the town passed, by Act of Parliament, to a 'Committee for Lighting, Watching and Cleansing the town of Huddersfield'. In 1827, the Committee addressed the problem of the water supply through a special Act 'for supplying with water the neighbourhood and the town of Huddersfield'. The Act pointed out that a good supply could be obtained from certain springs within the township of Longwood. To carry out the Act, one hundred and twenty Commissioners were appointed each of whom had to swear that he was in possession of £1000, clear of debt. The Commissioners

were empowered to borrow £20,000 and work began immediately on two reservoirs at Longwood, a compensation reservoir and Longwood Lower which, when filled to overflowing, held seventeen million gallons of water. From Longwood Lower, water was piped to a service tank at Longwood and to the Spring Street tank in Huddersfield. This circular tank, which had a capacity of nearly four hundred thousand gallons, was built on or near to the site of the old reservoir at Springwood. Around the same time, the waterworks office was erected in front of the Spring Street tank and opened in 1828. The facade of this handsome classical building was, happily, preserved during the recent redevelopment of the area. Spring Street tank, like most of the service tanks in the locality, became redundant about twenty years ago but although it was largely demolished a short section of the curved wall was preserved and may be seen by taking a very short walk along the path at the side of the old waterworks building.

SPRING STREET (14)

In Spring Street, notice how carefully the old houses have been cleaned and restored and how with the help of the cobbled road surface, the stone flagged pavements and the replica gas lamps, a feeling of the past has been achieved. We are nearer to Early Victorian Huddersfield here than almost anywhere else in the town.

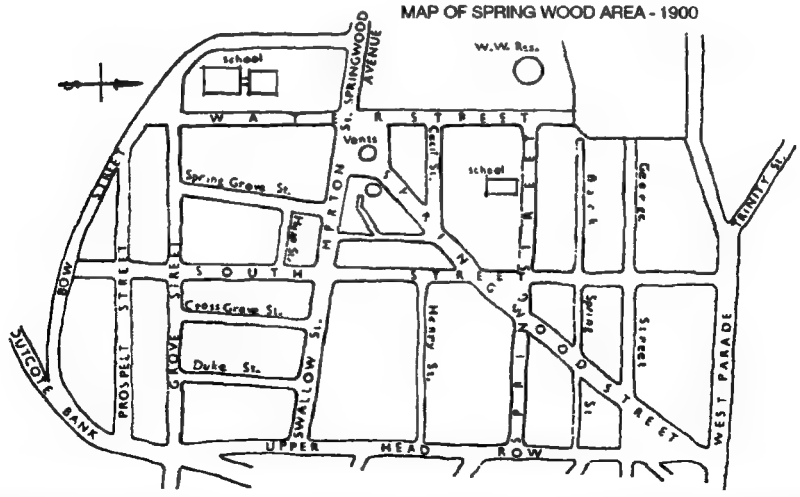
Whilst travelling down Spring Street notice, on the right hand side, the building now occupied by Huddersfield Plate Glass. This was once Spring Street infants school, where the Huddersfield Choral Society once held their monthly rehearsals on, or just before, the night of the full moon. The Society was founded in June 1836 by a meeting of choral enthusiasts, held at the Plough Inn in Westgate. At the initial meeting it was decided that whilst men would pay a subscription of two shillings and sixpence per six months no subscription would be required from women. After rehearsals all members were allowed three gills of ale and bread and cheese before returning home - a gratuity no doubt much appreciated by those members who had to walk upwards of four miles each way to attend rehearsals. Doubtless they also appreciated the full moon.

On the left hand side of Spring Street, No.46 was the home for many years of Charles Sikes, a member of a prominent Huddersfield banking

family, who was manager of the Huddersfield Bank. Sikes was instrumental in persuading the Government to set up the Post Office Savings Bank which commenced business in 1861 with three hundred branches. The idea proved a popular one for only nine years later there were nearly six hundred branches and twelve thousand accounts with deposits of £15,077,104. For his achievement, Charles Sikes was knighted in 1881.

OLD SOUTH STREET (15)

After turning right out of Spring Street our route briefly follows a remnant of South Street once, at a third of a mile, the second longest street in Huddersfield. Twentieth century development has swept away much of the property that once stood in this area and it is difficult now to imagine the scene as it was, say, at the turn of the century. The modern car parking area has obliterated much of South Street which ran from the present day Trinity Street across George, Back Spring, Spring, Henry, Swallow and Grove Streets to Prospect Street. Most of these streets are now either truncated or gone as are the nearby Cross Grove, Duke and Heap Streets and part of Bow Street which once curved right round the edge of the high ground, between Springwood Avenue and Outcote Bank. (See map).



Gone too are the yards and alleys, the shops and workshops and the hundreds

of terrace houses that made this one of the most densely populated areas of the town.

THE VENTILATORS (16)

Although so much has disappeared in this area these two very obvious structures have survived and cannot be missed. The two shafts were built at different times to ventilate the Springwood railway tunnel which runs from the station to Gledholt sidings. The lighter coloured shaft is the oldest, built in 1848, whilst the other was built c.1880 when a double track was laid. Both shafts were lowered by some two metres in 1970.

SECTION TWO

THE POLICE AND FIRE STATIONS (17)

Once on the ring road notice the fire station on the right and the police station on the left. The name Castlegate, given to part of the ring road near the police station, was originally the name of an old street (now gone) on the other side of the town, near to Old Leeds Road. However, the name is rather apt, for the first place of detention in Huddersfield of which there is any record was a small lock-up, called Towser, in the original Castlegate.

In the early years of the nineteenth century, Huddersfield had a police force of two, a constable and full time assistant constable, the latter being required to 'look after, detect and take thieves, to visit lodging houses frequently; vagrants of all kinds to take up; to examine pedlars and hawkers or those likely to have stolen goods in their possession; to visit public houses frequently.'

By 1831 the need for law enforcement had grown along with the population and in that year, when Joseph Beaumont was the town's constable, a new police station with separate cells for men and women was built by public subscription in Bull and Mouth Street (an area now under the Piazza). Although by 1870 this had become inadequate, not until 1898 when there was a force of a hundred and thirteen men, was a new police headquarters built in Peel Street. At that time, the Chief Constable was also Captain of the fire brigade whose station in Princess Street adjoined the police station. Things must have been a little tricky for the fire brigade at that time as, although they

had a number of horse drawn vehicles, they had no horses of their own and when they were called out they had to borrow them from a nearby cab proprietor.

Both police force and fire brigade moved to their present premises near the ring road in the 1960s.

CHAPEL HILL (18)

Soon after the traffic lights at the top of Chapel Hill notice Chapel Street on the left. The names of both hill and street mark the one time presence of the Buxton Road Chapel, a so-called 'Dissenter's Chapel' built in 1775, which stood on the lower corner of Chapel Street. Originally called Old Bank Chapel it was the first Wesleyan Methodist church to be built in the town. It was rebuilt and renamed in 1837, closed in 1950 and subsequently demolished to make way for road improvements in the area.

Demolished at the same time was the Model Lodging House which stood next to the chapel. This was an old warehouse, converted in 1854 by the Improvement Commissioners, at a cost of nearly £6,000, to provide nightly accommodation for some two hundred of the poorest members of the community. The instigator of the scheme was a local Radical, Joshua Hobson, who was proud to state that the lodging house was the only one in England to be constructed and supported out of the public rates. The building was enlarged in 1879 to contain one hundred and eighty six beds. That there was a long-time need for cheap lodgings is revealed by the dealings for the year 1918, which show a 96% take up of beds:

Males -single	6d per night	14,893
Males - sharing	4d per night	44,620
Females	4d per night	3,898
Married couples	8d per night	2,006.

The Model Lodging House continued to provide accommodation until it was demolished in 1957.

ENGINE BRIDGE (19) (P.W. - at discretion)

A third of a mile past Chapel Street our route reaches the river crossing at Folly Hall, long known as Engine Bridge. Although from earliest times

there might have been a forded crossing in this area it seems likely that the first bridge here was built in 1768 as part of the Huddersfield to Woodhead turnpike. This new route left the Market Place and ran directly southwards across a number of agricultural closes to the river here at Folly Hall. Later, as the town grew, this section of the turnpike developed into New Street, Buxton Road and Chapel Hill. The bridge at Folly Hall was built close to a building known as Engine Mill, obviously the source of the name Engine Bridge.

Engine Mill was built in 1743 to house a pumping engine which provided the town with its first piped water supply. The river water was pumped through wooden pipes, made of large tree trunks with a 3½ inch (87mm) bore, to the storage reservoir at Springwood (see No.13). John Hanson, who, in 1878, described the town as he remembered it in 1812, tells how he was '...attracted by the screeching and groaning of the pumping engine driven by the old water wheel.' He goes on, 'It sounded as if it had not had a drop of oil for twelve months ... It would make a desperate effort for a few seconds and then groaningly move off again. Thus painfully and laboriously was the scanty supply of water pumped from the polluted river.'

If it is possible to find a parking space -and to cross the road - in this busy area, walk to the bridge and look upstream. Engine Mill was situated on the right hand (north) bank of the river immediately below the bridge. Mill, engine and waterwheel are long gone but the top one of two weirs in the river was built to provide the head of water necessary for turning the wheel which drove the pumping engine. It is a happy survival for it is all that remains to remind us of one of the town's earliest enterprises.

Interestingly, there was some doubt about the name of the river here on the part of the map makers in the late eighteenth and early nineteenth centuries. A little way downstream from Engine Bridge the rivers Colne and Holme join and from the junction down to its confluence with the Calder the river has always been known as the Colne. However, there is no doubt that the river we know as the Holme was for centuries called the Colne. It is referred to, for example, as the water of Colne in the 1584 recitation of the bounds of Almondbury and it is shown as the Colne on the 1778 map of Huddersfield whilst the present day Colne, above its confluence with the Holme, is called the Hudder. Nearly fifty years later, on a map of 1826, the Hudder has become the Mars, presumably because it rises near Marsden. Early references to the

river flowing through the present day Colne Valley mention Slaithwaite Water, Golcar Beck and Linfit Beck and it seems likely that it was known by such local names until canal, road and railway and nineteenth century industrial development gave the valley a pre-eminence it had previously lacked. Such growth in status might well have led to a conscious decision being taken, sometime after 1825, to credit Marsden, rather than Holme, with the source of the Colne.

FOLLY HALL (20)

This area near to the river owes it name to the enterprise of an eighteenth century businessman, Marmaduke Hebden, who, in 1768, commissioned Blind Jack Metcalf to build a row of four tenements near to the new Huddersfield to Woodhead turnpike. Most local people, however, considered it foolish to build so far away from the centre of town and soon, probably before it was finished, Hebden's building was being referred to as Folly Hall. The building, which stood on the opposite side of the river to Engine Mill, ended its days as the Commercial Inn and was demolished in 1890.

THE FOLLY HALL FIGHT (21)

Engine Bridge was the scene of a disturbance, on Sunday 8th June 1817, when a gathering of Holme Valley men assembled with the intention of marching on the town to make known their grievances at the unfairness of life. Their complaints, not unfamiliar today, were mainly against low wages, high taxation and the cost of maintaining Royalty and a standing army. The demonstration was doomed to failure from the start as there were only eighty or so men involved and only seven possessed firearms. Prior to their march the rebels were being drilled in a field near to the river by their leader, the so called 'General' Croft. When a troop of local yeomanry, sent out to deter the rebels, arrived at the bridge Croft gave the somewhat ambitious command, 'Front rank kneel down, rear rank fire.' Only a few shots were exchanged before both sides decided to beat a hasty retreat, the rebels running back the way they had come along Woodhead Road, the Yeomanry riding at full gallop up Chapel Hill, back to the safety of the Armoury then situated in Upperhead Row. The whole engagement lasted only twenty minutes.

Several of the rioters were later arrested and brought to trial. Eye

witnesses gave differing accounts of the action, their testimony being influenced, no doubt, by whichever side they favoured. For example, the estimated number of rioters varied from seventy to seven hundred and several people swore that one of the Volunteers shot his own horse in the mouth in an attempt to prove that he and his fellows had been in enough peril to justify their rapid withdrawal. The jury returned a verdict of 'Not Guilty' and the rioters, after a stern warning from the judge to moderate their future conduct, returned home to great acclaim.

FOLLY HALL MILLS (22)

Just beyond Engine Bridge, on the right hand side of the road, notice the six storey building presently (1995) being renovated and restored as part of a new riverside leisure complex. It was here, in 1825, that Joseph Kaye built a large mill, six stories high, for the purpose of letting off rooms and power to small businessmen who could not afford to build their own premises. By 1840 he had added two other mills, a weaving shed and allied buildings on adjoining land thus providing the town with what was probably its first industrial estate. After the first mill burnt down in 1844 it was soon replaced by the present building, built on the same site to the same scale and described as fireproof. One man, George Searle Phillips, secretary of the Huddersfield Mechanics' Institute, was obviously greatly impressed by the complex for in his book 'Walks round Huddersfield', published in 1848, he describes '... the factories of Joseph Kaye like so many Aladdin palaces with their hundred of windows and tall steeple chimneys.' Whether the people who worked there thought of the mills as palaces is debatable. A large part of the complex has recently been demolished to make way for the bowling alleys, bars and bingo halls of the leisure complex and it is fortunate that the old mill, which must be one of the most handsome industrial buildings in the town, has been spared.

ALBERT STREET AND RASHCLIFFE (23)

In the third decade of the nineteenth century the hitherto quiet fields in the Rashcliffe area of Lockwood, between Lockwood Road and the river, were perceived as an ideal location for new industry. These were the boom years of industrial development and by 1850 two large factories, both called Rashcliffe Mills, had been built on the river bank and these were soon

followed by four more: Victoria Mills, Albert Mills, Bath Mills and Rashcliffe Brass and Iron Foundry. At the same time, several small streets of terrace houses (many now gone) were built to accommodate workers near to their places of employment. By 1870, by which time Albert Street had made its appearance, the area was suffering from the dirt, grime, soot and pollution that was always a consequence of nineteenth century industrial development. Rashcliffe - and Lockwood - had developed in a very different way from what was hoped for in the 1820s when there were serious plans to establish a fashionable spa resort here.

LOCKWOOD SPA BATHS (24) (P)

One third of a mile after turning into Albert Street stop somewhere in the open space just before Shaw Valves to consider the building on the left, now the premises of Messrs Sykes and Dyson. Described at the time of its erection as 'a handsome range of buildings' this was once Lockwood Spa Baths, considered at the time to be the 'most complete establishment of the kind in the West Riding of Yorkshire'.

LOCKWOOD SPA BATHS

The chalybeate spring waters which rise at Lockwood have a sulphur content and in the nineteenth century it became fashionable to administer such water to the body both externally and internally. In 1827, to exploit the fashion and, hopefully, to establish at Lockwood a spa town that would rival Harrogate, a private company built large spa baths over a sulphur spring on the river bank. At the same time an hotel was built nearby, lodging houses were provided in Lockwood, gardens were laid out in front of the baths and a new 'rustic' bridge behind led to more gardens across the river.

In 1828, the charges at the baths were:

Swimming bath	6d
Private cold and shower bath	1s.0d.
Buxton bath 86°	1s.6d.
Warm bath	2s.0d.
Vapour baths	3s.6d.
Annual subscription (swimming bath)	10s.6d.
Family to all the cold baths	one guinea.

Interestingly, parties could be accommodated with tea, by the bathkeeper at one shilling each. For the time, these charges were quite high and it is likely that the baths were patronised more by the better off members of the community than by the factory workers who lived all around. By the 1860s, in addition to the above, sulphurous, shampoo and fumigating baths were available and the spa was attracting some thirty thousand visitors annually, promising them cures for 'glandular, rheumatic, gouty, dyspeptic, scorbutic and all other kinds of cutaneous complaints.'

At the time of its building the Spa's promoters, naturally anxious to attract custom, truthfully described Lockwood as '...beautifully and delightfully situated about ¾ of a mile distant from the Market-Town of Huddersfield (it) lies in a romantic and finely sheltered country with good roads in every direction.' How sad that such an idyllic scene was so soon to be overwhelmed by ugly - but profitable - industry. Doubtless though, Harrogate was much relieved.

In 1869 the Huddersfield Corporation bought the baths and, after

alterations, reopened them to the public on 30th May 1870. They were finally declared redundant in 1945 and sold in 1946 for conversion into an engineering shop.

BATH STREET AND THE BATH HOTEL (25)

Before driving off along Bath Street notice the three storey building opposite the end of the street on the far side of Lockwood Road. This was the Bath Hotel built at the same time as the baths to accommodate visitors coming from far afield. Bath Street was originally an ornamental garden planted with lawns, flower beds, shrubs and trees, where clients could stroll and take their ease after the exertions of the swimming baths and before the serious business of eating lunch or dinner at the Bath Hotel.

LOCKWOOD ROAD (26)

Soon after turning left from Bath Street into Lockwood Road notice Mount Pleasant School on the right. The school opened in August 1875 and by 1918 it had places in its four separate departments for nearly one thousand five hundred pupils, such a large number reflecting the density of population in the area. The school has been much extended in recent years but the old building still stands looking rather sedate when contrasted with the architectural exuberance of the modern extensions.

Shortly after the school look out for a large red brick building, today the premises of a car body shop. The building was opened on 18th November 1915 as the Lockwood Picture Palace, one of the earliest and largest of Huddersfield's suburban cinemas. Later, the name was changed to the Excelda and it continued to offer twice nightly entertainment until it closed in February 1960.

LOCKWOOD BAR (27)

Lockwood Road was part of the original route of the Huddersfield to Woodhead turnpike road of 1768. The area at the bottom of Swan Lane, near to the traffic lights, is called Lockwood Bar, the name indicating the one time presence of a bar house where tolls were collected from travellers using the turnpike. At Lockwood Bar the Woodhead turnpike swung left along the present day Bridge Street to the river crossing at Lockwood Bridge from

where it followed a steep route along the modern day Taylor Hill Road and Hangingstones Road to Honley. This narrow, hilly and difficult route soon became inadequate for the growing volume of traffic and it was replaced by the present day Woodhead Road in 1809.

The road running straight ahead from the traffic lights at Lockwood Bar was constructed as a turnpike road to Meltham, work starting in 1819. It seems likely, from its appearance, that the building on the right hand side of Meltham Road just beyond the junction with Swan Lane (presently occupied by Expressions Kitchen and Bedroom Studio) was a toll house on this road.

LOCKWOOD BRIDGE (28)

From the traffic lights at Lockwood Bar it is possible to see, to the left, the bridge over the river Holme. As the surrounding area is called Salford it is very likely that the earliest river crossing here was by means of a ford, the name meaning the ford amongst or near to the sallow trees. Lockwood township was part of the parish of Almondbury and, as the route across the river and up Lockwood Scar led ultimately to Almondbury Church, it is likely that the ford would be replaced by a bridge early in the thirteenth century, soon after the church was built. Doubtless this would be a flimsy, wooden construction as were most early bridges but by the fifteenth century many wooden bridges in our area had been replaced by more substantial stone structures. Certainly by 1634 Lockwood Bridge was important enough to be marked and named on the Almondbury Township map, a distinction it shared only with Huddersfield Bridge. The present bridge was built in 1909.

The elegant classical style houses standing on the right hand side of Bridge Street were, according to Brian Clarke in his 'History of Lockwood', erected in the 1820s as lodging houses for visitors to the Spa Baths.

In 1883 the Huddersfield Corporation became the first local authority to operate its own tramway system. The first route, opened on 11th January 1883, was the line between Fartown and Lockwood. During the steam tram era the terminus was not at Lockwood Bar but just over half a mile away along Meltham Road, at Dungeon Cottages. In 1901, when the system was electrified it was decided that the line between Lockwood Bar and the terminus was uneconomical as it was used only at weekends in the summer months by passengers travelling to Beaumont Park. It was therefore abandoned and thus

a part of the first tramway route to be opened was also the first to be made redundant after only eighteen years service. Thereafter, the terminus was at Lockwood Bar from where a spur ran along Bridge Street and on to Berry Brow and Honley.

SECTION THREE

LOCKWOOD 'CO-OP' (29)

Soon after turning right into Swan Lane notice the premises on the left, now occupied by a television retailer and a fabric shop but with the name of the original owners still apparent over the door and windows. The Huddersfield Industrial Co-operative Society had only been established for sixteen months when the decision was taken to open branch number three in rented property at Lockwood (the first two branches were at Lindley and Moldgreen). Over the next several years business was brisk and in 1878 the Society was confident enough to build the premises at the bottom of Swan Lane. The general store occupied the larger part of the building whilst the present day fabric shop was a drapery department until 1888 and, after that, a 'co-op butchers'. Most of our local co-operative branches flourished until the spread of the new supermarkets in the 1960s. Their hundred-year success was partly due to the dividend they offered their customers and, no doubt, many of our older readers will still be able to remember their 'divi' numbers.

LOCKWOOD TOWN HALL (30)

On the right hand side of Swan Lane, just past Victoria Road, Lockwood's one time Town Hall may be easily recognised by its important upper storey and pediment. It is believed that the Lockwood Local Board, which was formed in 1863, was the first small local authority to build its own Town Hall which it did in 1866 here, on the site of an old school. However, the Board was to hold authority for only five years as, in 1868, Lockwood Township became part of the newly formed County Borough of Huddersfield. After 1868, the building served for a time as a police station and public meeting house. Today, the premises are occupied by Dixons who make what is arguably the best ice cream in the district - if not the country!

THE PENISTONE RAILWAY LINE (31)

About three hundred yards (270 metres) past the Town Hall our route runs underneath the track of the Penistone railway line. On 30th June 1845 the Huddersfield and Sheffield Junction Railway Company was authorised by Act of Parliament to begin work on a new line to Penistone which would provide a direct link with Sheffield. The difficult terrain between Huddersfield and Penistone necessitated the excavating of six tunnels and several cuttings and the building of four viaducts, more than forty bridges and many embankments. Not surprisingly, such a massive enterprise took five years to complete and by the time the line was opened on 1st July 1850 the Huddersfield and Sheffield Company had amalgamated with several others to form the Lancashire and Yorkshire Company which jointly operated Huddersfield Station with the London and North Western Company (see No.1).

LOCKWOOD STATION (32)

As the branch lines to Holmfirth and Meltham left the Penistone line in the Lockwood area the volume of rail traffic through Lockwood was extremely heavy and business at the small station was brisk. It is not difficult to picture the hurry and bustle at the station in the heyday of the steam powered railways when the activities of booking clerks, ticket collectors, guards, porters and passengers would be closely monitored by a dignified top-hatted station master. The entrance to Lockwood's station lies just beyond the bridge on the right hand side of the road but today it is merely an unmanned halt. The track has been reduced to a single line, several buildings have been demolished and the subway which once led to the main platform has been blocked off. However, the decaying subway building on this platform remains, looking for all the world as if it is waiting to receive wraith-like passengers from a ghost train - hauled, of course, by a phantom steam engine.

Nearby, to the north of the station is the Lockwood tunnel where, on Wednesday 17th March 1869, one of the all too frequent collisions of those times occurred. A goods train travelling to Penistone from Huddersfield made an unscheduled stop in the tunnel. Fortunately, the driver of a passenger train to Holmfirth, fast approaching the tunnel, noticed that it was full of steam and immediately shut off his own steam and tried to halt his train. He was not able to do so in time but his prompt action took much of the force out of the ensuing

collision and although his passengers were severely shaken none was seriously injured.

To the south of the station were the once extensive Lockwood sidings where, in August 1865, eleven runaway trucks began their dramatic and eventful journey towards Huddersfield Station (see tour 2 No.11).

LOCKWOOD (33)

Before leaving Lockwood, a little should be said about the name. When the Angles came to our area, probably in the seventh century, they found the land well wooded. We know this from the high incidence of the suffix 'ley', found in their place names, which means clearing in the trees. Such clearings were made for living space and agriculture. But woods were as valuable a resource as agricultural land and over the centuries they were carefully husbanded for their crops of timber, coppiced wood and firewood. As the name Lockwood means an enclosed wood it is possible that when the Angles came, they settled on the higher, easier ground in the Crosland area and farmed the trees they found growing in the valley near to the river. Certainly an enclosure implies ownership and, therefore, management.

By the thirteenth century a family who had taken the name Lockwood as a surname was playing an important part in local affairs. Over the centuries the name ramified and it may be of interest to any of our readers who have the surname Lockwood, or who have a Lockwood in their family trees, that a clever piece of research by the late Clifford Stephenson (published in the journal 'Old West Riding' Vol.5 No.2) proved fairly conclusively that the surname originated here and nowhere else and that, therefore, all Lockwoods have a remote ancestor who lived in the township.

DAVID BROWNS (34)

Immediately beyond the railway bridge and before Yew Green Road, the factory on the left, now part of Brown Corporation P.L.C., was once the premises of William Whiteley & Sons Ltd., manufacturers of textile machinery. William Whiteley founded his business in 1850 and such was the demand at that time for new machinery that by 1890 the factory had spread to cover three acres and the workforce numbered four hundred. Goods were moved from the factory by rail from the firm's private railway siding. Towards the end of the

nineteenth century the Whiteley family's home, Park Cottage, was bought by the Brown family and, eventually, the factory also passed into their hands.

David Brown's large factory in Park Road is part of the success story of a company which, although founded in a very small way, expanded to employ some ten thousand workers in no fewer than fourteen factories. The story begins with David Brown who in 1860, at the age of seventeen, began making patterns for gears in partnership with Thomas Broadbent. Four years later, Brown moved to premises in East Parade, Huddersfield and began to manufacture his own gears. The business was slow to grow and as late as 1890 when, for example, William Whiteley was employing four hundred workers, Brown employed only ten including himself and his three sons. Towards the end of the century, when the business at last began to prosper, the Brown family moved to Park Cottage at Lockwood and soon built a small factory nearby. In 1902, a year after the death of the founder, the gear cutting business was moved from East Parade to the new Park Works. During the First World War business expanded rapidly and by 1921, when David Brown II, the grandson of the founder, entered the firm, there were about a thousand employees.

The Company managed to survive the Depression of the 1920s and 30s and, in 1939, started producing tractors at a factory at Meltham. Further expansion came during the Second World War with the various factories working flat out to produce badly needed parts for tanks, ships and aeroplanes. After the war, David Brown ventured into sports car production and soon his Aston Martin and Lagonda cars were entering and sometimes winning international road races. Browns reached their peak in the 1960s when, as well as their fourteen factories in Great Britain, they owned or were associated with another seventeen around the world.

The story of David Browns is a long and complicated one and we have space to give only a very brief outline. Should any of our readers wish to know more they will find a much more detailed account in Brian Clarke's book, 'The History of Lockwood and North Crosland'.

BLACKMOORFOOT ROAD (35)

About a quarter of a mile past Park Works our route crosses Blackmoorfoot Road which was once part of the Wakefield to Austerlands

turnpike of 1758. Part of the route of this road, which was the first in our area to be turnpiked, is dealt with at length in tour number two. The single storey octagonal building on the corner of Blackmoorfoot Road and Park Road West was once a gatehouse belonging to Crosland Lodge (see tour 2 No.19).

SECTION FOUR

PARK ROAD WEST (36) (P)

On the right hand side of Park Road West the land soon falls away steeply to Manchester Road below, a result, no doubt, of the extensive stone quarrying that went on here in the mid nineteenth century.

As the road begins its descent towards Manchester Road stop to take in the view over the Colne Valley. Whilst the prospect cannot be described as beautiful, it is certainly of interest in that it reveals, almost at a glance , the history of this once wild and remote area. When we think of local industry we tend to picture the tall chimneys, gaunt mills, narrow cobbled streets and rows of terrace houses of the nineteenth century. But the textile industry has been present in our area since medieval times and the scene high on the valley side, though we may not recognise it as such, is just as much an industrial landscape as any that has resulted from steam power. On the opposite hillside the churches at Longwood and Golcar are easy to make out and above and beyond, as far as the high ground at Scapegoat Hill, are the scattered cottages, smallholdings, paddocks and old tenter fields where local clothiers and their families once lived and worked.

Until the late eighteenth century, there was little industry and less housing in the valley bottom and it was only after the Huddersfield Narrow Canal was put through in 1794 that the Colne Valley started to have an entity of its own. Until the canal there was, in fact, no route of any kind through the valley but its construction and the concomitant development of the new scribbling mills along its banks signalled an overwhelming change in working practices. Road and railway were to follow and the ease of access they provided undoubtedly helped in the industrialisation of the valley. In time, the small scribbling mills grew to finally encompass all the processes of the textile industry and, gradually, the hill clothiers were forced to abandon their

handlooms and move down into the valley to seek work as paid hands in the new mills. Thus they lost their much valued independence.

It is interesting to reflect that only three decades or so ago a clear view across the Colne Valley would have been impossible. In those days smoke poured forth from factories and houses alike contaminating the air, touching every building with its sooty fingers and discouraging any vegetation that might have beautified or at least brightened the scene. The river too was filthy taking, as it did, the effluent discharged from the factories along its banks. In fact, the colour of the river changed from day to day according to the needs of local dyers. It was only during one week in August, when the mills shut down for the annual local holiday, that the air cleared. That such a clear view is now possible at all times is due entirely to the Clean Air Acts of fairly recent years and, similarly, the slight sparkle now to be seen in the Colne has resulted from mandatory river improvements. We have a great deal to be thankful for!

MANCHESTER ROAD (37)

Constructed circa 1820, Manchester Road was an entirely new route cut through the Colne Valley to replace the hilly section of the Wakefield to Austerlands turnpike between Huddersfield and Marsden. The new route left the old just past Longroyd Bridge and its more or less level miles must have been greatly appreciated by travellers, whether journeying on foot or on horseback or by cart or coach, who previously had had to contend with the gradients of the original turnpike. Although the road runs more or less parallel with the river and the canal it was built, as may be seen, at a higher level to allow an unobstructed through route and, consequently, side roads such as Whiteley Street were soon developed to give access to the new mills and factories that were springing up at that time in the valley bottom.

THE WARREN HOUSE (38)

Soon after joining Manchester Road notice, on the left, the Warren House inn with its new sign depicting ambush and murder. It is a well known fact that, in April 1812, William Horsfall, arch-opponent of the Luddites, was murdered by them near to the Warren House Inn and that, mortally wounded, he was taken there to die. However, the attack took place half a mile away from here at Crosland Moor and the inn to which Horsfall was taken stood at the side

of the old turnpike there (see tour 2 No.25). It was probably soon after 1820, when traffic on the old turnpike would be dwindling, that the original Warren House was replaced by the present inn on its much more profitable site. It may well be that the landlord of 1812 transferred to the new building, along with the licence, but today the only connection the Warren House has with the notorious murder is its name.

WHITELEY STREET (39) (P. & W.)

If possible, pull off Whiteley Street just before the canal bridge to take in the view over Milnsbridge. Ahead, on the skyline, is the squat Nab End Tower at Longwood Edge constructed, according to tradition, by local unemployed workers as a pastime. Reputedly built without any architectural plans the tower was completed in 1869 and, four years later, on 'Thump Sunday' local people climbed the hillside to sing popular hymns at its base. Thus began the famous annual Longwood Sing. Longwood Feast is still called 'Longud Thump' by some local people although the origin of the word 'Thump' seems to be lost.

The scene in the Valley is dominated by tall factories and by the impressive Longwood railway viaduct which carries the main line on its way from Huddersfield to Marsden, the Standedge Tunnel and the west. Many of the mills, houses, shops and churches in Milnsbridge date from the mid nineteenth century or later and it requires a great effort of the imagination to picture the area as it must have been in, say, medieval times when probably the only building in the lush water meadows near to the river was Longwood's manorial corn mill. Even as late as the eighteenth century, the scene was predominately one of open countryside where the owners of Milnsbridge House (see No.43) had more than enough space to lay out grounds half a mile long by one sixth of a mile wide complete with lawns, flower beds, shrubberies and two large fishponds.

The first tentative steps towards industrial development in the valley came soon after the canal was put through and readers might like to walk to the canal bridge to look at the flight of four locks (two on each side of the road) that lift the waterway through the village. In the 1950s, after the canal was closed, all the locks between Paddock and the summit at Marsden were either capped, infilled or cascaded and the waterway was left to deteriorate. The

excellent condition of the Milnsbridge locks today is due entirely to the efforts of the members of the Huddersfield Canal Society who, since its formation in 1974, have lobbied long and hard for restoration. In recent years their efforts have been rewarded along the whole length of the canal with locks being rebuilt, lock gates reinstated and channels cleared of the debris dumped there by humankind. The Society's ultimate goal is to reopen the entire canal, including the Standedge Tunnel, by the early years of the next century. We can only hope that they are successful in their admirable enterprise.

TANYARD ROAD (40)

Just after the canal bridge, notice Tanyard Road on the right. Until the mid-nineteenth century many villages had small tanyards, where leather was cured, and it is perhaps surprising that today there is little evidence of what was once a common activity. For example, of the several tanneries that existed in the Huddersfield district we know of only one, at Woodbottom near Meltham, where any recognisable remains of the industry have survived.

Milnsbridge tannery is long gone but its position on the low ground between Tanyard Road and the river (now occupied by Custom Cars and others) may be seen from the canal bridge. The commencement date of the tannery is not known but as its site is near to a small basin and wharf on the canal it is likely that it dated from the last decade of the eighteenth century. It was certainly in operation in the 1820s when John Haigh was the tanner and over the years it grew to be quite a sizeable concern with over sixty stone-lined soaking pits. There must have been an unpleasant smell constantly hanging over the tannery, as the first process was to soak the hides in a lime solution to loosen the hair and decay the fat. Afterwards, the hides were immersed for a period ranging from nine to eighteen months in a brew of ground oak bark and acorns. By 1905, operations at the tannery had ceased and, later, the site was reclaimed. Now, only the name Tanyard Road remains to remind us of this once important local industry.

MILNSBRIDGE CO-OP (41)

Branch number eight of the Huddersfield Industrial Cooperative Society opened here at Milnsbridge, in December 1864, in rented cottage property. This soon became inadequate and, in 1871, new premises were built

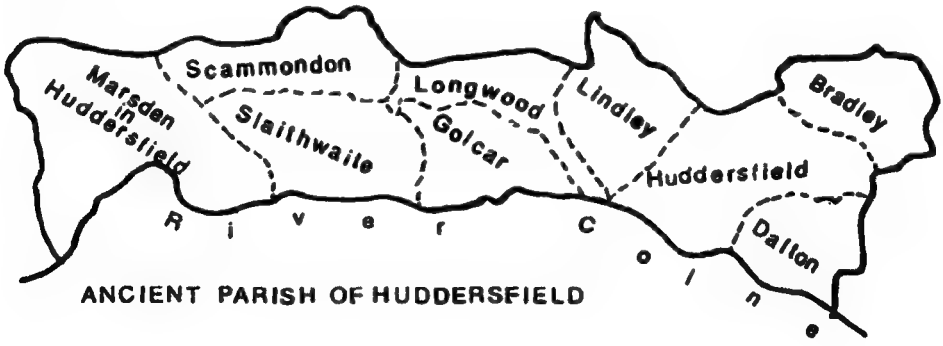
in Morley Lane and opened as a general store. Over the next three decades, business prospered enough to warrant the opening, in 1898, of new drapery and butchery departments in a separate building, designed by the Society's favoured architect, Joseph Berry.

Both properties remain today and although presently unoccupied they are, like most old co-operative buildings, reasonably easy to recognise. They may be seen immediately after negotiating the one-way system into Milnsbridge, the drapery and butchery building on the left hand corner of Yates Lane and Morley Lane and the general store on the right hand side of Morley Lane. A slight but interesting link with the past may be made out on the right hand end of the latter building in the shape of the shadowy outline of a notice board which was erected more than a century ago to display the Society's forthcoming events. Although all co-operative buildings had such notice boards it is only here, at Milnsbridge, that a recognisable trace remains.

MILNSBRIDGE (42)

The name Milnsbridge comes from the one time presence of Longwood township's corn mill which stood close to the bridge over the River Colne.

The boundary of the hillside township of Longwood stretched down from the high ground to form a narrow corridor to the river at Milnsbridge (see map below).



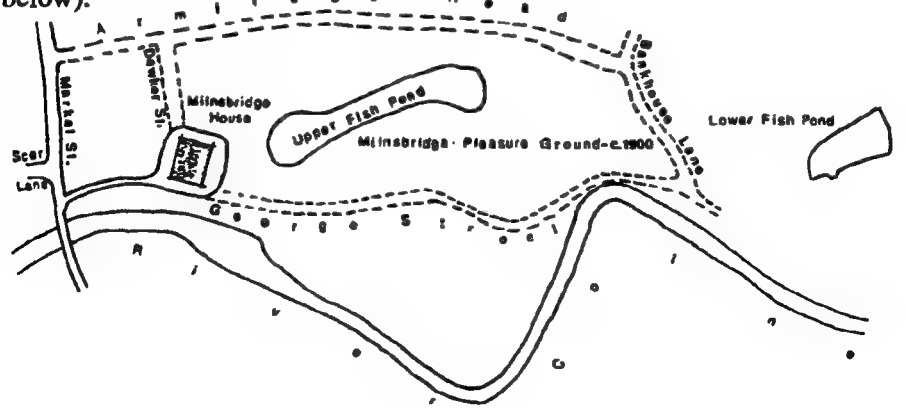
In his 'History of the Countryside' Oliver Rackham says that township

boundaries were fixed and immovable by the end of the twelfth century. It is possible, therefore, that a corn mill was at work here in Norman times, as the Longwood boundary could have been so arranged to give the inhabitants access to the nearest possible source of water to turn their mill wheel. Little is known of the mill in its early days and it is not known when textile processes were added. A list of local clothiers, dated 1533, mentions Roger Hyrst of Mylnebrige and John Thornton of Mylnebrigge and this may indicate textile activity at the mill at that time. However, there were other mills by other bridges and as the Longwood township was part of Huddersfield and the two men are listed under Almondbury, identification cannot be certain.

In his book 'A Living Inheritance', E. Shackleton identifies a woollen mill called Quarmby Mill, which stands three hundred yards downstream from the bridge, as the site of the corn mill. However, it is possible, in view of the name Milnsbridge, that the original corn mill was located at the side of the bridge on a site now occupied by a supermarket. It was quite common for old corn mills to carry on grinding long after their main function had changed to textiles and, certainly, the mill by the bridge was still producing flour in the 1850s.

MILNSBRIDGE HOUSE (43) (P)

Immediately after crossing the bridge our route turns right at the traffic lights to follow George Street, Bankhouse Lane and Armitage Road on a circumnavigation of Milnsbridge House and its former grounds (see map below).

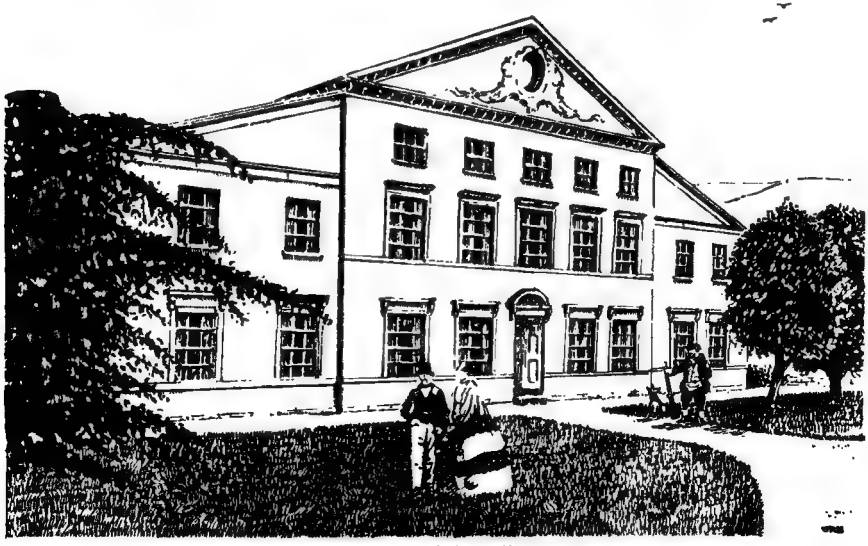


Picture the scene:

> 'The valley in which the house is situated is of the most fertile and beautiful description, it is bounded by hills rising above each other to a considerable height and cultivated to the summit. The house is built with stone of correct architecture, cousisting of a plain centre, having a pediment enriched with scrollwork, and two wings in corresponding design. The shrubbery that adjoins the house is disposed with much taste, in the front the lawn is bounded by two detached pools of water beyond which runs the rich prospect of the adjacent country.'

Milnsbridge House and its surrounds were so described in Jones' 'Views of Picturque Yorkshire Houses' in 1829. Today, with its original lofty roof gone, its elegant interior gutted and its extensive grounds infringed by housing and industry the house retains little of its former glory.

The front gates to Milnsbridge House were opposite the old corn mill by the bridge and the drive followed part of the route of the present day George Street. Approaching the house from this direction today, the first view is of its unprepossessing back where the insertion of new entrances has spoiled the original symmetry. A little further along George Street, however, it is worth a short stop to study the front elevation which, although in no less a sad condition, does retain something of its balanced architecture.



MILNSBRIDGE HOUSE

The exact date of the house is not known but from its classical style it is likely to have been built in the mid eighteenth century. It is certainly shown, complete with its two fish ponds, on Jefferys' map of 1772. It is believed that the central part of the house was the residence of the owner and his family and that the two sloping wings housed their servants.

The grounds, which to the north were bounded by a steep wooded bank, once extended half a mile or more to the east to take in two sizeable fish ponds. In front of the house there was a lawn large enough to use as a cricket field and beyond, the upper fish pond stretched some three hundred yards to the north east. It is worth noting that during cricket matches a boat was kept at the ready to facilitate the retrieval of balls hit into the pond. Whether the batters went on scoring runs until the ball was found is not known.

The historical importance of Milnsbridge House is undoubtedly increased by the fact that it was once the home of Mr. (later Sir) Joseph Radcliffe who was born at Alt Hill, Ashton under Lyne and baptised there on 8th May 1744. He was the son of Joseph Pickford of Ashton and Mary Radcliffe of Milnsbridge. In 1795, Mary's unmarried brother, William, died, leaving Joseph his sole heir providing he was willing to change his name from Pickford to Radcliffe. This he gladly did and thus, at the age of fifty-one, found himself the owner of extensive estates and properties in Milnsbridge and the Colne Valley.

Joseph Radcliffe was an ardent opponent of the Luddites and, after the murder of William Horsfall in April 1812, he was tireless in his efforts to identify the assasins and bring them to justice. Throughout the summer of 1812 many suspects were brought to Milnsbridge House and held there for questioning. Radcliffe's hope was that as soon as he had trawled the guilty men their accomplices would confess in order to save their own skins and also, of course, to collect the proffered reward. It was not until October that his methods proved successful and he was able to dispatch three of the men accused of the murder to York Castle. Subsequently, at the trial held on 6th January 1813, Radcliffe was a member of the jury who heard the case and brought in a verdict of 'Guilty' on all three.

Two days later, he was a spectator at their execution at the New Drop at York. For his enterprise in the matter and for his implacable determination to stamp out all Luddite activity in the area, Joseph Radcliffe was created

Baronet in November 1813.

Sir Joseph died in February 1819 and four years later Milnsbridge House was sold to Joseph Armitage of Honley whose family retained possession for a hundred years. In the 1870s the house was partitioned into four separate dwellings and sometime afterwards the gardens around the upper fish pond may have been opened to the public, as maps of the 1890s mark the area as Milnsbridge Pleasure Grounds.

By the turn of the century the house was in decline and in 1906 D.F.E. Sykes described it as '..hemmed in on every side by mills and the serried and dreary rows of homes of the hardy artisans of Milnsbridge'. In 1919, the Armitage family sold the house to the Armitage Lodge of Freemasons who hoped to convert it into a Masonic Temple. Their grandiose schemes, however, proved too expensive and they soon sold it to Mr. W.H. Robinson for use as industrial premises. The present owner is Mr. Geoffrey Sykes who is fully aware of the historical importance of the house.

Continuing along George Street our route follows the southern perimeter of the once beautiful and tranquil grounds. The upper fish pond, later known as the Ratpond, is long gone and, although here and there a few sad bushes and wild flowers struggle for survival, it is difficult to reconcile the intrusive mills, garages and workshops with the lawns, elm trees and elegant flower beds of Sir Joseph Radcliffe's day. The grounds continued beyond Bankhouse Lane (where our route turns left) to the lower fish pond which, like its larger neighbour, has now been filled in. The area, however, is still known as Fishponds. At the top of Bankhouse Lane, Armitage Road, which was built in the second half of the nineteenth century, runs along the estate's northern boundary and it is possible, through an occasional gap on the left hand side, to look over the scene of long departed pomp from the high ground.

SECTION FIVE

THE VIADUCT (44)

Shortly after rejoining Market Street our route passes under the eastern end of Longwood Viaduct. In 1879, the London and North Western Railway Company received new powers to double their lines in the Huddersfield area and work on the immense task started in 1880. Evidence of the widening of the Longwood Viaduct, which was completed in 1884, may easily be seen in

the walls and arched roof where there is a noticeable difference in construction styles.

LOWER GATE (45) (P)

Immediately after the viaduct our route turns right into Lower Gate and soon passes the site of Longwood Station on the right. Not much remains today but the site can be identified by a low, red brick wall and a wide entrance now closed by a wooden gate. On the opposite side of the road (just beyond Meg Lane) notice a double fronted house with moulded stone corbels supporting a canopy over the central doorway. This was once the L. & N.W. Railway Hotel which, until its closure on 10th March 1948, catered for travellers using the once busy station.

A little further along Lower Gate it is worth a short stop to take in the view over the Colne Valley. From this height it is possible to see the relative positions of railway, canal and road all of which, in their turn, brought in their wake the mills, factories and houses that jostle for position on or near the valley floor. Notice also, on the far hillside, the steep quarry face below Park Road West and, above, the roof and chimneys of Crosland Lodge (see tour 2 No. 19).

THE PREMIER (46)

On the right hand side of Lower Gate, just before the roundabout at Paddock Head, notice the premises designated 'Premier Works'. This single storey building, which was designed by F. Mallinson, opened as the Premier Picture House, on 18th October 1922, when the silent film, 'The Romance of Mary Tudor' was shown. Eight years later, the Premier entered a new era when the talking picture 'Sunny Side Up' was screened there on 15th December 1930. After the introduction of sound, the cinema, like many others around the town, presented two different programmes every week to more or less full houses. In 1950, the premises were renovated and new sound equipment was installed after which, under new management, the cinema continued for another decade until, as with cinemas everywhere, the inexorable spread of television eventually brought about its demise.

After its closure as a cinema the building was used by a printing company for several years and presently (1995), it is owned by H. & H. Wholesale, trading as retail grocers.

PADDOCK HEAD (47)

Although the traffic roundabout just beyond the Premier is now thought of as Paddock Head, maps of the mid nineteenth century make it clear that, in those days, Paddock Head was some three hundred yards (273 m) away to the east, along Church Street. It is likely that the name was informally transferred during the tramway era when the terminus or head of the Paddock route was located at this end of Church Street. The same maps show that the area of the present day roundabout, between Lower Gate, Church Street and Luck Lane was then called Royds Hall, a name influenced, presumably, by the nearby mansion. However, the origin of the name is probably much older, as 'royds' were clearings made in woodland during the Middle Ages. Until the 1920s, on the sloping ground behind Royds Hall, there were three small woods which were fragments of a much larger wooded area. As there are four 'royd' place names on the hillside it seems likely that this was the location of the original clearings made several centuries ago.

ROYDS HALL SCHOOL (48) (P)

Shortly after entering Luck Lane stop, if possible, near the drive to Royds Hall to look at the three phases of building, the mansion of the nineteenth century, the school buildings of the 1920s and the modern sports hall.

During the First World War Royds Hall played an important part in the local war effort. Initially, the house was used as a reception centre for Belgian refugees, then, in June 1915, it was decided that the grounds would provide a suitable site for a military hospital. Within three months the project, which was funded entirely by voluntary subscription, was complete. Most of the hospital's six hundred beds were located in wooden huts erected near the house which itself was made over to the medical staff for the duration of the war. So great was the number of casualties during those calamitous years that the hospital was always full and by the end of the war more than seventeen thousand men had been treated there.

In 1921, both the Huddersfield and West Riding Education Authorities found themselves short of grammar school places and, in September of that year, they opened and jointly ran a new school at Royds Hall. In the first year there were seventy pupils on roll with a staff of ten, led by the headmaster, Mr.

E.F. Chaney M.A. A co-educational grammar school was something of a novelty in Huddersfield at that time but the idea proved popular for only two years later numbers had risen to three hundred pupils and twenty three teachers. Such an increase led to problems of accommodation. At first, the children were taught in the mansion but quite soon, what was described as 'The Hut' was brought into use as an overspill.

By January 1924, work on a new range of buildings was underway but progress was slowed by the builders' strike in July of that year. By that time numbers had risen to nearly four hundred and, at the beginning of the autumn term, as the new building was still nowhere near completion, the Governors resorted to renting Milnsbridge Baptist School as an annexe for the new entrants. This became affectionately known as the Nursery and continued in use until the new building opened in 1926. Four years later, the ground in front of the school was levelled to provide much needed playing fields for the use of the hockey, football and cricket teams.

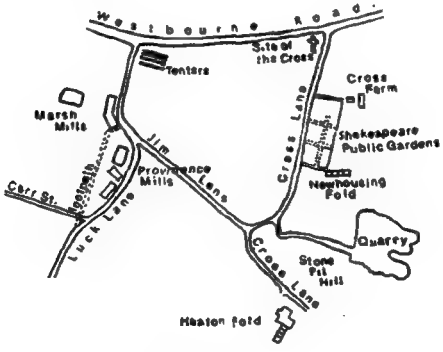
When Mr. Chaney retired in July 1933 he was succeeded as headmaster by Mr. D. St. J. C. Gurney B.A. M.Ed., who will doubtless be remembered by any of our readers who are Old Roydsians - as will the Senior Mistress, Mrs. Bamforth. Both Mr. Gurney and Mrs. Bamforth retired in July 1959 just before the school began admitting non-selective pupils.

Before leaving Royds Hall School it is worth mentioning one of the school's ex-pupils who went on to achieve high office. J.H. Wilson entered the school in 1923 from New Street Council School, Milnsbridge. In July 1928, whilst in form 1c, he wrote an article for the school magazine describing aspects of a visit he had recently made to Australia - surely an exceptional experience for a child in those days. Three years later, the magazine reported that although J.H. Wilson was recovering from typhoid fever, his progress was slow and it would be many months before he could return to school. However, his long absence did not impede his academic progress for he eventually went, by way of Wirral Grammar School, to Jesus College, Oxford. In 1945, he entered Parliament and in 1947, at the age of thirty one, he was appointed President of the Board of Trade. In that year also he accepted an invitation to address the school at its annual Speech Day. In 1963, following the death of Hugh Gaitskell, he was appointed Leader of the Opposition and, a year later, the late Harold Wilson achieved his long stated ambition when he became Prime Minister.

LUCK LANE (49)

In 1716, Timothy Oldfield produced a map of 'the estate belonging to Sir William Ramsden in his manor of Huddersfield'. The map, which is the first to give a detailed view of the town and its environs, shows Luck Lane running along part of the north west boundary of the estate on much the same line as it takes today. The lane, which is the only highway on the map to be named, connected the uncultivated commons of Marsh and Paddock. By 1716 a large parcel of former waste land to the east (right) of Luck Lane had been enclosed and divided into a number of small closes, the southernmost two of which were called Luck Royd and Luck Banck. It is difficult now to decide whether Luck Lane was so named because it led to and from the two closes or whether the closes took their names from the lane. Interestingly, in the 1716 survey which accompanies the map, the closes are called Luke Royd and Luke Banck which may indicate the dialect pronunciation and spelling of Luck in the early eighteenth century. On the other hand, it may be that the map-maker interpreted Luke as Luck and that, therefore, the lane was originally Luke Lane.

About a quarter of a mile beyond Royds Hall and just past Carr Street, on the left, notice how Luck Lane curves to the right (see map below).



This is a result of a diversion made to take the lane round the front of the early nineteenth century Marsh Mill and its dam. Later, new premises were built - the Marsh Mills of today - and the original mill was renamed Providence Mill. Despite the diversion, the old route did not disappear. Such is the power of

right of way that it remains today as a public footpath which leaves Carr Street to run behind the old mill and rejoin Luck Lane at the far end of the diversion. Although the Luck Lane end of the footpath is now little used, its course can be made out running along the side of the present day Marsh Mills.

SECTION SIX

JIM LANE AND ELDON ROAD (50) (P.W.)

Soon after joining Jim Lane, stop at the end of Eldon Road on the left. Although at first glance we might categorize this area, like so much of Marsh, as typical late nineteenth and early twentieth century development nevertheless, Eldon Road is at least two and a quarter centuries old and, nearby, is a row of cottages which contains what must surely be the oldest houses in Marsh.

Until the early years of this century Eldon Road was called Cross Lane a name it took from a farmstead called Cross which, in turn, took its name from a cross or waymark that once stood on the side of the old highway from Huddersfield to Marsh (see map on page 42). The cross is clearly shown on the 1716 map and its presence must have been greatly appreciated at a time when Marsh was a vast tract of wasteland and common with few identifiable landmarks.

In the early nineteenth century the old highway through Marsh became part of the Huddersfield to New Hey turnpike and its line (the present Westbourne Road) has not changed greatly since 1716. Incidentally, this turnpike took a completely new route between Huddersfield and Gledholt and, as a consequence, the older route, part of which can still be traced along Highfields Road and Mountjoy Road, was abandoned and soon forgotten.*

Until the massive development of Marsh began in the late nineteenth century there were only two buildings in the vicinity of Cross Lane: the old Cross Farm and a row of cottages called Newhousing Fold. By 1870, farming had ceased at Cross Farm and the old homestead had been partitioned into separate dwellings where lived a laundress, a cloth dresser, a mill worker and their families and two gardeners. Cross Farm no longer exists but Newhousing Fold remains and readers might like to take a short walk along Eldon Road to the entrance to Marsh United Bowling Club from where the cottages may be seen.

* See Appendix No.1 pg.119

The name Newhousing Fold appears on the 1854 O.S. map but the housing was certainly not new at that time. Although they are not shown on the 1716 map the cottages cannot post-date it by many years as the thick walls, double recessed windows and large quoins are typical of the early eighteenth century.

In the mid 1850s, a narrow strip of land at the side of Cross Lane, between the Fold and Cross Farm, was laid out in formal gardens and named Shakespeare Public Gardens and soon afterwards Newhousing Fold became Shakespeare Cottages. One of the residents at the Fold at that time was Charles Iredale, a forty-four year old cloth finisher who lived there with his wife and six children. Twenty years later, he was working as head gardener at the small park assisted, no doubt, by the two gardeners then living at Cross Farm. By the turn of the century terrace housing had encroached on the gardens and only a few years later the lawns, walkways, flower beds and trees had disappeared for ever.

The Shakespeare Gardens at Marsh were, locally, at the beginning of the public park movement which stemmed from a growing awareness that the beauties of nature could and should be made available to all classes through the provision of an artificially produced countryside. By the end of the nineteenth century three much larger parks had made their appearance in Huddersfield and it is at one of these that we make our next stop.

GREENHEAD PARK (51) (P. W.)

About a quarter of a mile along Park Drive South stop on the left hand side of the road where much of Greenhead Park may be seen.

Although Beaumont Park at Crosland Moor, which opened on 13th. October 1883, is generally credited with being the town's first park, in fact the land at Greenhead was opened to the public some thirteen years earlier. Greenhead Park owes its existence to the foresight and understanding of the Borough Corporation in general and, in particular, to the endeavours of one of its members, Alderman Thomas Denham J.P. of John William Street. In May 1869, during a business visit to the Ramsden Estate offices, Mr. Denham noticed plans for building development on the old Greenhead estate, known locally at that time as Rifle Fields. Realising, regretfully, that the scheme would threaten many stands of fine, mature trees he requested a stay of

execution to give the Corporation time to consider the possibility of acquiring the site for a public park. Mr. Graham, the Ramsden's agent, readily agreed to the request and also promised assistance.

To test the strength of public support for a park Mr. Denham called a meeting on 29th May 1869 which was attended by manufacturers, merchants, tradesmen and, as they were described at the time, 'all classes of responsible townsfolk.' The meeting unanimously agreed that a sub-committee be formed to pursue the matter and Mr. Denham was asked to present his ideas to the Corporation. He was sympathetically received and, after some discussion, the project was brought before the General Purposes Committee for estimates to be prepared and the probable costs calculated. Three schemes, varying only in the amount of land to be acquired, were considered, the most extensive of which was an area of just over twenty-six acres which would include Gledholt Glen. However, the owner of the land, Sir John William Ramsden, favoured a smaller area of twenty two acres which, he said, would be sufficient to give Huddersfield a park three times the size of the one at Halifax.

On 3rd July 1869 the grounds of the proposed park were thrown open for public inspection. Several thousand people came to explore the newly mown fields and to voice their approval. Mr. Rhodes, a crony of Mr. Denham, in a rousing speech said that a town which could subscribe £15,000 to the Crimean Fund, £5,000 to the Indian Relief Fund and £12,000 in aid of the sufferers of the Holmfirth Flood would also contribute largely to the funds for a public park.

Mr. Denham knew that if the land was to be secured for the town, urgent action had to be taken. But, unsurprisingly, there was some disagreement within the Corporation as to how the money was to be raised so the Alderman, who knew only too well the length of time required for new projects to come to fruition, generously agreed to take the land himself on a yearly rental. In addition, he provided, at his own expense, a hundred and fifty rustic seats and built what was described as a large and handsome orchestra for band concerts.

On Whit-Monday, 6th June 1870, the town's first park was temporarily opened to the public. It remained open for only two days that year but during the remaining two years of Mr. Denham's tenancy it was opened for all during the summer months and thousands of townspeople came to enjoy many promenade concerts in the pleasant surroundings.

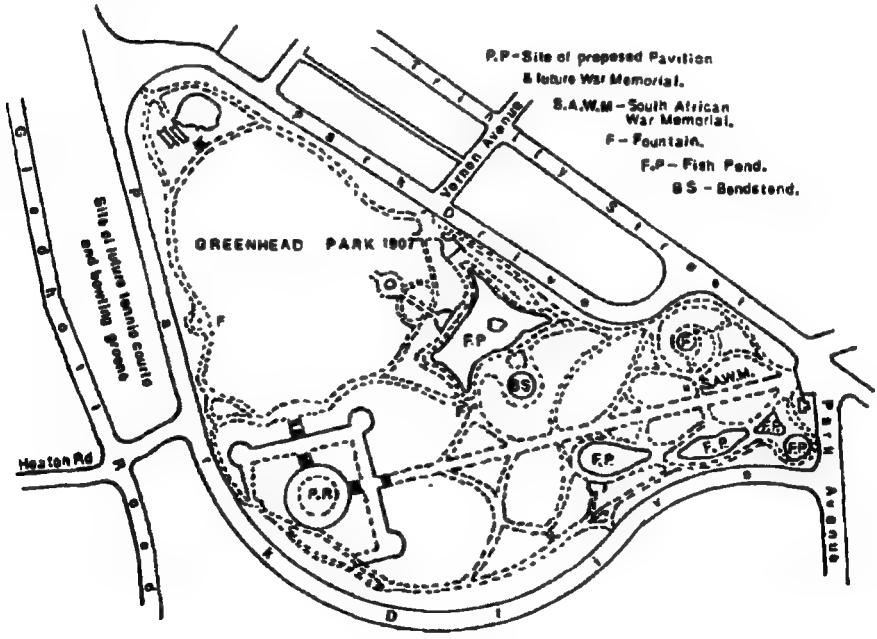
It was fortunate that Mr. Denham had the foresight to acquire the land when he did for it was to be another three years before the Corporation reached agreement on the matter during which time, had he not acted, the proposed building development would probably have gone ahead. When, at last, the Corporation did take over the tenancy from Mr. Denham they agreed to repay him all the money he had spent, including the cost of the seats and the orchestra.

Later, the Corporation purchased the land from the Ramsden Estate for £30,000 of which Sir John William Ramsden returned £5,000 as a donation. For nearly a decade the park had remained much as it was during Mr. Denham's tenancy but, once entered into ownership, the Corporation determined to landscape the site and provide the appropriate amenities. On 15th March 1882 work began on the construction of a new road, Park Drive, which was to form the boundary of the park. Fourteen months later, on 2nd May 1883, the laying out of the interior was started under the direction of Mr. R.S. Dugdale, Borough Engineer. A broad straight avenue was constructed from the Trinity Street entrance to an artificially heightened mound on which it was originally planned to build an octagonal pavilion, two storeys high, surmounted by a glass dome. The natural slope of the land which was used to create elevated terraces and sunken paths also allowed such features as lakes, ponds, shelters and flower beds to be advantageously placed. Many new stands of trees were planted, the main avenue was lined with elms and new shrubberies were laid out with rhododendrons. When all was finished, the park was decorated with flags, streamers and bunting in preparation for the official opening.

On Saturday, 27th September 1884, a grand procession of local dignitaries paraded from the Town Hall to the park. It was appropriate that the procession was headed by the band and four companies of the 2nd Volunteer Battalion, West Riding Regiment as the Greenhead area, in its former guise as the Rifle Fields, had been used as a training ground by the local Volunteers. On arrival, the Mayor, Aldermen Wright Mellor J.P., used a golden key studded with precious stones to open the park gates and then declared the park open to the public. In his speech Mr. Mellor said, ' ...a park would have been of little value fifty or sixty years ago as the people had to work so many hours - that after they got up early in the morning and worked until late at night they

wanted no recreation - only food and rest. The Factory Bill had so altered things that the position of the working people advanced higher and higher.' It is worth bearing in mind that these remarks were made at a time when few workers put in less than sixty hours a week and shop hours had no limit! After the official ceremonies, celebrations continued late into the evening when the park was illuminated by countless fairy lamps lit by small candles.

The original grand scheme for the park, envisaged by Alderman Denham, included croquet and cricket fields, archery butts, an observatory, a museum, a vinery, public baths and homes for ladies and tradesmen. All of these failed to materialize but several features have been added to the original lay-out and, with the help of the map below, readers might like to take a stroll through the park to see how it has faired since its conception.



When the park opened it was provided with two drinking fountains, one of which remains, on its original site, near to the main avenue. It was presented to the Corporation by the Huddersfield Temperance Society in 1884. All that

remains of the other, called 'Rebecca at the well', is its circular stone base which may be seen near to the present sports pavilion.

A third drinking fountain, given to the town by Sir John William Ramsden, to commemorate Queen Victoria's Golden Jubilee, came later to the park, as it was originally erected in the Market Place and unveiled there by Lady Gwendolen Ramsden on 12th June 1888. It stayed on its original site for thirty-four years until it was removed in September 1922 by the Highways Committee who said that its removal was made necessary by traffic requirements. A suggestion that it should be re-erected in St. Paul's Gardens fell on stoney ground as the Corporation, whose members had little liking for Sir John's fountain, refused to prepare a site. Thereafter, it disappeared from view for a time. As rumours spread that it was to be 'dumped', voices were heard demanding its acquittal and eventually a home was found for it in Greenhead Park, near to the children's playground where it remains to this day.

The octagonal band stand which has, over the years, been the scene of many popular concerts is presently in a poor state of repair but we understand that there are tentative plans to renovate it for the summer of 1995. If this happens we can only hope that it escapes the attention of the vandals whose mindless efforts elsewhere in the park would certainly have astonished and saddened Alderman Denham.

The two War Memorials in the park are worthy of note. The impressive edifice commemorating the dead of the two World Wars stands on the elevated site originally intended for an ornate pavilion which , because of the expense involved, was never built. The other smaller memorial, which was unveiled by General French on 20th May 1905, is much more unusual in that it commemorates local men who fell in the South African Campaigns.

The park originally had two small lakes (or large pools) and a number of smaller fish ponds. The ponds, which soon became stagnant, were the first to be filled in as they were regarded as a health hazard. The larger of the two lakes, which had been used for boating, was filled in in the 1930s but the smaller, so called Pear Lake, which has been used for many years as a paddling pool, remains. Near to the paddling pool there is part of a pillar, all that remains of the three so called civic pillars which were removed from an old dwelling house in Post Office Yard, near Oldgate, and brought here for, as it turned out,

not too successful preservation.

In 1926 the children's playground was opened as a memorial to Richard Oastler and around the same time the pasture land between the park and Gledholt Road was taken in for the making of bowling greens, tennis courts and putting greens. Thus the boundary was extended westward and the old boundary road became a wide avenue within the park. The extension was opened on 2nd June 1927. In more recent years several magnificent trees have fallen victim to disease and their removal has left the main avenue sadly denuded. But even the stumps of dead trees have their uses and it is worth looking for a couple, where a clever wood carver, Colin Wilbourn, has practised his art in a most original manner.

Many of our readers will have their own fond memories of Greenhead Park, of rowing or perhaps skating on the lake, of sailing model boats on the paddling pool, of 'keep off the grass' signs, of band concerts on Sunday afternoons, of the swings, slides and roundabouts in the children's playground which were much more dangerous, and therefore more exciting, than those of the present day. Those who are old enough will remember the entertainments started during the Second World War in the form of 'Holidays at Home' which included flower and vegetable shows, military displays, donkey rides, roundabouts, model trains and, of course, the open-air theatre with concerts presented by, among others, Nora Bray and Joan Morris. The Holidays at Home scheme continued after the war when, with the lifting of the blackout, it became customary to provide a grand firework display as a suitable finale.

Public parks must surely rank among the greatest innovations of the Victorian Age. It is not too difficult to imagine the pleasure they must have given to an urban population at a time when a day at the seaside was unusual and fortnight abroad, unimaginable. Above all else, parks, at last, provided a reachable destination and people came in their thousands to avail themselves of all the delights they had to offer. Although, in recent years, the popularity of parks has declined, nevertheless, Greenhead is still one of Huddersfield's favourite outdoor recreation areas and the town surely owes a debt of gratitude to Thomas Denham who, over a century ago, had the foresight to recognise an ideal site, the courage to secure the land and the tenacity to see his scheme brought to fruition.

TRINITY STREET (52)

After turning left from Park Drive South our route soon reaches Trinity Street and the main entrance to Greenhead Park, now sadly lacking the gates that were once opened with a golden key. Beyond the entrance there is a fine view along the main avenue to the War Memorial on its mound.

Trinity Street, which takes its name from nearby Holy Trinity Church, was originally part of the Huddersfield to New Hey turnpike, opened c.1805. Beyond Marsh, the turnpike continued through Outlane and over the hills to New Hey on the outskirts of Rochdale. This old road (A640) was, for more than a century and a half one of the principal trans-pennine routes. Today, its importance has been diminished by the M62 but anyone returning to Huddersfield from the far corners of the country might find that there is a lot to be said for leaving the tumult of the motorway behind at junction 21 and completing the last few miles of his or her journey by following the older, quieter, less stressful route.

It is at Trinity Street that we end our first tour. Should you wish to join the two tours together (16 miles in all) turn right into Trinity Street and then left to follow the ring road round to Shore Head, the starting point of the second tour.

Tour No. 2

THE FIRST TURNPIKE ROAD

An Act of Parliament passed in 1758 gave Huddersfield its first turnpike road. Known as the Wakefield to Austerlands road, it passed through the townships of Horbury, Overton, Lepton, Almondbury, Huddersfield and Marsden on its way to Austerlands on the Yorkshire Lancashire border. There it joined up with a road leading to Manchester which had been turnpiked a quarter of a century earlier. This belated response by the people of Yorkshire to the efforts of their neighbours over the Pennines was a direct result of the growth of trade between the two counties.

Our second tour which follows part of the route of this old highway allows us to comment not only on the many interesting features it passes but also on the provision of early turnpikes. As we have described sections of the road at Lepton, Almondbury and Aspley in earlier books, in this tour we pick it up at Shorehead and follow it through Crosland Moor and Holt Head to Marsden. Unlike the first tour which is concentrated into six eventful and industrialised miles near to the town, this tour stretches out to the western hills and, where it crosses moorland and heath, offers panoramic views on all sides.

DIRECTIONS

Section 1.

From the roundabout at Shorehead (1) follow the Queensgate section of the ring road (2,3,4,5,6) passing the University on the left (7,8). At the traffic lights at the top of Chapel Hill take the appropriate lane to turn into Manchester Road (9) and passing St. Thomas' Church on the right (10) continue to the traffic lights at Longroyd Bridge (11). This is 0.9 miles from the starting point.

Section 2.

At Longroyd Bridge (12,13) go through two sets of traffic lights (14) keeping to the A62 and soon after the railway viaduct (15,16) fork left at the traffic lights into Blackmoorfoot Road (s.p. Crosland Moor) (17,18,19,20). Continue up the hill (21) past St. Lukes Hospital (22), on the left, through Crosland Moor (23) to Dryclough Road on the left (24). This is 1.1 miles from Longroyd Bridge.

Section 3.

Continue along Blackmoorfoot Road (25,26) past the caravan park (27,28,29) and the golf course on the right (30).

Soon after the white domed Huddersfield Observatory and thirty yards (27 M) before a public footpath sign, on the right, the road passes a small milestone at the foot of the wall on the left. (31,32). This is 1.5 miles from Dryclough Road.

Section 4.

Continue down the hill to Blackmoorfoot village (33,34) just beyond which Blackmoorfoot Road turns left and our route becomes Holt Head Road. This is 0.8 miles from the milestone.

Section 5.

Continue straight ahead along Holt Head Road (35,36,37,38,39,40) to the bridge across Bradley Brook at Holt Head (41). This is 1.1 miles from Blackmoorfoot Road.

Section 6.

Soon after the bridge at Holt Head (42,43) turn left at the T junction into Varley Road (s.p. Marsden & Meltham) (44) and then, with great care, turn right (s.p. Marsden B 6107) into Chain Road. Follow this up the hill past Jim Hill (45) and the White House (46) and continue along to Lingards Lane on the right where Chain Road (47,48) becomes Meltham Road (49,50). Continue straight on Meltham Road which, just before the entrance to Badger Gate Farm on the right, passes another milestone on the left (51). This is 1 mile from the bridge at Holt Head.

Section 7.

Continue along Meltham Road passing Badger Gate, Badger Hey (52) and Chain (53) on the right and then down the hill to the junction with Carrs Road on the left (54). This is 0.9 miles from the milestone at Badger Gate.

Section 8.

Soon after Carrs Road cross Manchester Road (A62) (55) and continue straight ahead into Brougham Road (56,57,58,59). In just under a quarter of a mile turn right into Peel Street and soon after crossing the river bridge turn left into Station Road passing the Swan public house on the right. In about 200 yards (182 M) turn left into Church Lane (60,61,62,63) to the Churchyard Gates. This is 0.5 miles from Carrs Road.

Section 9.

At the end of Church Lane turn right into Town Gate across Manchester Road to Throstle Nest (64) and climb Old Mount Road (65) for just over a mile to the junction with Mount Road (66). This is 1.2 miles from Marsden Church.

Section 10.

Turn right into Mount Road (67,68,69) and continue along to a layby just beyond Gilberts Farm. This is 0.6 miles from the junction of Old Mount Road and Mount Road and 9.6 miles from the starting point of the tour at the Shorehead Roundabout.

Before departing on the tour readers might like to know a little about the advent of turnpike roads.

To understand the importance of turnpiking we have to imagine a landscape that is vastly different from the one we know today. Towns and villages were much smaller and the tracks between them were often narrow, unmarked footways crossing long tracts of uninhabited land. The more important long distance routes between various market towns and river and sea ports were little better. They may have been wider but they made small allowance for the difficulties of the terrain and, deeply rutted and muddy as they were, they were often impassable in summer and impossible in winter.

For more than thirteen hundred years, since Roman times, little, if any, road construction took place in England and, as late as the eighteenth century, highways followed routes that had been developed naturally over the centuries by foot travellers. In the hilly area around Huddersfield the physical characteristics of the district naturally influenced the course of highways. The bleak harsh summits of the western hills were forbidding to early travellers who tended to cross them where they were at their narrowest, as at Standedge and Blackstone Edge. The marshy wooded terrain of the valley bottoms was similarly unattractive and if early highways had to venture into valleys it was to cross rather than to follow them. Of course, the route across a valley was often determined by the position of the easiest river crossing, whether by ford, ferry or bridge.

Before the introduction of the turnpike system, road maintenance was a haphazard affair as each township or parish was in charge of its own roads. Naturally, local attitudes to such a responsibility varied from place to place and

neglect was not uncommon. In addition, the financial burden was felt by many to be unfair as some townships were liable for roads which, although of great importance to nearby market towns, were of little benefit to themselves and this too led to neglect. By the mid-eighteenth century it was becoming obvious that road maintenance in our area was failing to keep pace with the growth of traffic brought about by the steadily expanding manufacturing industries. It was this need to provide improved routes that brought the turnpike system, which was already a hundred years old, to our district. The turnpike trusts undoubtedly provided a fairer system of road management not only through their concerted efforts to improve road surfaces but also through the transference of costs to the road user by the levying of tolls. Of course, as is always the case when new ideas are introduced, there were objections and even riots in some local areas because people objected to paying tolls on roads where they had previously travelled freely.

A Turnpike Act was administered by a group of local citizens - often gentry and manufacturers who had a material interest in improving local roads. The trustees were empowered to borrow money for the making of a road and for the erection of toll houses and gates where charges were levied. The collection of tolls was let annually by the trustees to the highest bidder who, in turn, engaged the occupants of the toll houses whose duty it was to open the gate after collecting the appropriate fee. These varied, of course, according to the nature of the traffic with narrow-wheeled vehicles (six inches and under) paying the highest charge because they caused most damage to the road surface. It is important to remember though that whilst the increase in wheeled vehicles was the most common cause of the proliferation of turnpike roads this was not so in the hilly areas on both sides of the Pennines. Here, the stimulus came from the needs of the textile industry which was content to continue using pack horses for several decades after the advent of turnpikes. The main concern in the early days was to provide a good road surface.

The earliest turnpikes in our area used the routes of existing highways which were repaired and possibly widened. Very occasionally, where the gradients were exceptionally steep, a new section of the road might be built but only in very short lengths. It follows then, that by tracing our earliest turnpike we are tracing a road that is older by far than the Act of Parliament that improved it.

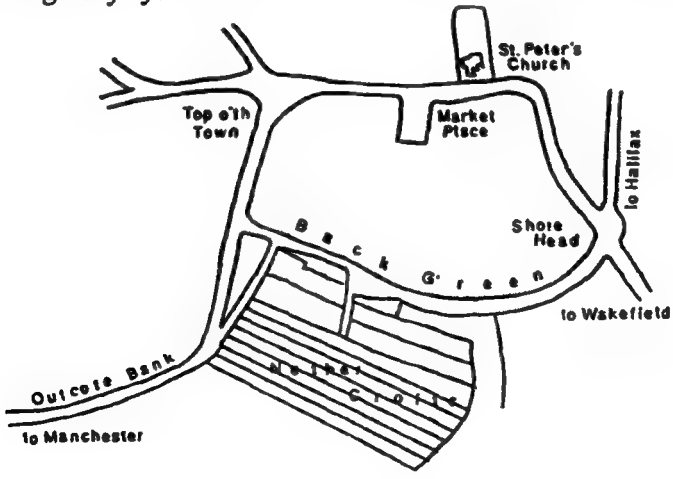
SECTION ONE

SHORE HEAD (1)

The name Shore is first recorded locally as 'le Schoyr' in the mid-sixteenth century. Shore derives from the same word as sewer, used in the sense of an open culvert (compare Shoreditch in London) and, as there is a Shore Foot as well as Shore Head it seems likely that there was once in this area a linear feature - a culverted stream perhaps - that was important enough to give rise to an enduring place-name.

Although there are no signs of antiquity today at Shore Head there can be no doubt that there has been an important road junction here since the early days of settlement. Travellers approaching the area from the south and east by way of the ancient highway through Almondbury had, depending on their destination, a choice of three routes (see map) when they reached Shore Head: straight ahead along the present day Oldgate into the town; northwards along the now defunct Castlegate to link up with the old road to Halifax and, later, with the turnpike to Leeds; or westwards along Back Green and Outcote Bank to the river crossing at Longroyd Bridge and ultimately to Marsden and Standedge. It was this latter route that was to become part of the Wakefield to Austerlands turnpike soon after 1758.

The present day King Street dates only from c.1800 and was never part of the old highway system.



Map of Back Green c.1716.

BACK GREEN (2)

From Shore Head the turnpike followed an old lane called Back Green which ran to the south of the town on a route that is roughly followed today by a short stretch of the ring-road and then by Ramsden Street and High Street. The 1716 map of Huddersfield shows Back Green running along a broad strip of untilled green land at the northern edge of Nether Crofts, one of Huddersfield's large open fields (see map p.55). Although by that time some enclosure had been undertaken in the Nether Crofts, a large part was still under strip cultivation and it seems likely that Back Green, in the days before enclosure, would have been the balk used to give access to the communal strips. Such green or town balks were a common feature in open-field farming and they often developed into convenient routes across wide stretches of agricultural land.

Settlement in Back Green in the early eighteenth century was sparse with just five or six houses along its whole length. In 1716, for example, John Bradley had 'a Cott in his farme' there, Duke Brook had 'a small new Cott', John Hirst 'a new Cott by ye Bowling Green' and Robert Walker 'a Cott at Back o'th Town'. Not all the property was in good order though for Thomas Slack had '3 Dwellings in an old Decayed House under One Roof within his Farme'. The bowling green, incidentally, was situated on the left hand side of today's ring-road, in the area opposite the Ship Inn.

Eighty years later, the bowling green was still there and a few houses with gardens and orchards had made their appearance in the future High Street along with courtyards, stables, barns and workshops. There was also a skin house (tannery?) near to the bowling green. Despite this activity, Back Green was to continue as a quiet country lane until well into the nineteenth century for it was not until the early 1820s that the western end was completely developed and renamed High Street. The development of the rest of the old road was slower although the name Ramsden Street seems to have been coined in 1825, as the trustees of the Back Green Congregational Church, which opened in that year, announced that henceforth it was to be known as Ramsden Street Chapel. The public library now stands on the site of this chapel.

Until well into the nineteenth century, Ramsden Street was a favourite rallying ground for political meetings and torch-light processions. For instance, in August 1838 Richard Oastler addressed thousands of his followers there

and, two years later, the so-called plug rioters from Lancashire held a noisy meeting near to St. Paul's Church to demand a fair day's pay for a fair day's work. As the rioters had already drawn the plugs from several mill boilers along the Colne and Holme Valleys, thus bringing production to a standstill, their demands met with little sympathy from the mill-owners or, for that matter, from local workers who were temporarily thrown out of work.

By 1850 several more public buildings had joined the Chapel in Ramsden Street including St. Paul's Church, the Apollo Gymnasium (later the public baths) the Philosophical Hall (later the Theatre Royal) the Zetland Hotel (now O'Neills) and a Riding School (now a cinema). Later, in 1880, the Town Hall was built to the west of St. Paul's.

Today, part of the upper section of Ramsden Street lies beneath the so-called piazza whilst the lower section has become part of the ring-road.

ST. PAUL'S GARDENS (3)

Whilst driving along the ring-road look out for a grassy bank on the left opposite to Zetland Street. The bank itself is not of any great interest except that it is the approximate location of a tiny public park called St. Paul's Garden which was once suggested as a suitable site for Sir John William Ramsden's Jubilee Fountain (see tour 1 No.51). The garden, which survived into the late 1960s, is now covered by part of the University complex.

THE TUDOR (4)

Just after the grassy bank, on the other side of the ring road, notice the Zetland Hotel (now O'Neills) and the Tudor Cinema, both scheduled to be victims of the proposed Kingsgate development.

The cinema, which over the years has seen many changes, was originally built at a cost of £2,400 as a Riding School. It opened to the public on 21st February 1848 with a performance by Batty's Circus and thereafter various theatrical shows were staged there. The Riding School, however, had a dual role in that, until 1862, it was the headquarters of the 2nd. West Yorkshire Yeomanry Cavalry. In that year the building was sold to the 6th. West Yorkshire Rifle Volunteers who used it as an Armoury until they moved to the newly erected drill-hall in St. Paul's Street in 1901.

In 1902 the Armoury was bought by the Northern Theatre Company for

£2,250 and three years later, after conversion into an up-to-date music hall, it was reopened as the Hippodrome by Miss Vesta Tilley, one of the foremost variety artistes of the times. Over the next twenty-five years most of the great stars of music-hall appeared at the Hippodrome which, after modernisation in 1926, was re-named the New Hippodrome and Opera House. The next great change came in 1930 when the Hippodrome became the Tudor House Super Cinema. The interior of the new cinema was appropriately decorated in Mock-Tudor style with lath and plaster 'timbering', and furnished with pseudo shields, tapestries and suits of armour. In the early years occasional theatrical shows were presented at the Tudor but the practice declined in the late 1930s. In recent decades the cinema has changed hands - and names - several times. Its days seemed to be numbered when it was closed by its owners, M.G.M., on 22nd February 1995 but fortunately, at the eleventh hour, a new proprietor came along who reopened it on the 23rd. and , happily, revived the old name. Although a fire destroyed part of the building in December 1967, much of the old fabric remains and, as Riding School, Armoury, Hippodrome, Tudor, Essoldo, Classic, Cannon and now as Tudor again it has offered entertainment to the people of Huddersfield for nearly a century and half. Moreover, it has the distinction of being the only one of thirty-three local cinemas to survive.

Unlike the Tudor, the Zetland Hotel (now O'Neills) with its eight Tuscan pilasters and its splendid ashlar elevation, has remained virtually unchanged since it was opened in 1849. The licence was transferred to the Zetland from the Druids Hotel in Temple Street, Westgate, when all the property there was demolished to make way for the Springwood Tunnel.

ST. PAUL'S CHURCH (5)

In 1818, Parliament voted a million pounds towards the building of Anglican churches in new areas. This so-called Million Act was ostensibly a thanksgiving for the recent victory at Waterloo but its underlying cause undoubtedly sprang from the desire of the Established Church to combat the inexorable spread of Nonconformity, especially in northern industrial areas. The churches built as a result of the Act were called Million or Waterloo churches and St. Paul's was one of these. Built at a cost of £6,000 the church, which was designed by John Oates, open in 1831 and served the town for more than a hundred and twenty years until it became redundant. It closed with a

special service led by the Bishop of Wakefield on 15th April 1956. The church, now St. Paul's Hall, is part of the university and the venue of a highly esteemed annual festival of contemporary music.

Just beyond St. Paul's, the market complex solidly blocks the old route along Back Green and so we must briefly follow more modern roads to the bottom of Outcote Bank where we pick up the turnpike route again as it emerges from the town.

MARKETS - OLD and NEW (6)

In the late 1960s, when the fashion in civic architecture was for demolition and rebuilding rather than restoration and renovation, great changes took place in Huddersfield not least of which involved the destruction of the old market in King Street and the building of its replacement on a new site between Ramsden Street and Princess Street. To make way for the new market and its attendant 'piazza' a good deal of old property was demolished including the police and fire stations in Peel Street and Princess Street respectively and the Theatre Royal, the Picture House Cinema and the public baths in Ramsden Street. It was at this time, of course, that Ramsden Street lost half its length. As we find we have little to say about the new market perhaps this is as good a place as any to relate something about its predecessor.

In 1880, after much public agitation (see tour 1. No. 4) a covered market was built on the site of the old Shambles in King Street. It was designed in the Gothic style by Edward Hughes of Lord Street and cost just under £30,000. There were two floors for trading: a ground floor and a balcony. For more than forty years the greater part of the ground floor was devoted to casual tenancies but after a fire in 1923 the area was rearranged and occupied by permanent stalls. The main entrance to this level was in Victoria Street. From the beginning, the whole of the upper floor, which had entrances from King Street, Victoria Lane and Shambles Lane, was occupied by a general market. The exterior shops on each side of the Victoria Street entrance were reserved for fishmongers whilst those in Shambles Lane and Victoria Lane were occupied by butchers.

The letting of shops and stalls was put up for auction on 23rd March 1880 in the presence of the Mayor and Corporation. During the auction there was frequent uproar owing to the successful bidding of traders who were

considered to be outsiders.

By the 1930s, greengrocers had replaced the butchers in Shambles Lane and many of our readers will remember Howarth's, Wilson's, Cowling's and Lindon Smith's. Of its many indoor stalls the best remembered is, undoubtedly, Dr. Dan's (herbal drinks and sarsaparilla) closely followed by Berry's (drapers) Hanson's (secondhand books) Wood's (sweets) and Bucci's, Colletta's, Marchini's and D'Agostino's (all ice cream). Also remembered is the atmosphere of the place - the warmth and bustle and even the distinctive smell that gave the old market a charm that is lacking in the new. It may well be that progress is necessary but other towns have successfully kept their Victorian markets and perhaps Huddersfield should have done the same. Although the old building was not architectually distinguished it was undeniably more in keeping with the town than its modernistically awful replacement.

THE UNIVERSITY (7)

On the left hand side of the ring-road, opposite the Market, are two buildings, of different dates, which are now part of the University of Huddersfield. The University has its origins in a small Philosophical Society formed in the town in 1825 to provide an elementary education for youths and young men. In 1843, this became the Huddersfield Mechanics' Institution. After some twenty years of using rented rooms the Institution was prosperous enough, in 1861, to open its own newly built premises in Northumberland Street. In that year there were more than seven hundred pupils. Twenty two years later the Institution, with the co-operation of the Chamber of Commerce, established the Huddersfield Technical School and Mechanics' Institution (later the Technical College) in what was then Queen Street South. Their new building, which was designed by Edward Hughes, the architect of the old market hall, opened on 7th July 1883. This is the oldest of the two buildings referred to above. During the 1920s student numbers were such that the college was seriously overcrowded despite the fact that by that time it occupied eight separate buildings at various locations in the town. This situation was somewhat relieved in 1939 when the chemistry block was opened alongside the original building.

In 1958 the College was re-named the Huddersfield College of Technology and since then the campus has grown to occupy a huge site

between the ring-road and the canal. The College was designated a Polytechnic in 1971 and achieved University status in June 1992. Thus, from a very small acorn has a mighty oak tree grown.

MILTON CHURCH (8)

Just beyond the original Technical College building is the one time Milton Congregational Church whose founder members broke away from the Ramsden Street Chapel following disagreement in 1881. The church which opened in 1883 became a nightclub and disco in the early 1990s - a transformation that would have astonished and probably dismayed its founders. In March 1995 the former church became part of the University.

Beyond Milton Church, the ring-road follows the approximate line of East Parade where David Brown set up his business in 1864 (see tour 1. No. 34).

MANCHESTER ROAD (9)

From the top of Chapel Hill to the bottom of Outeote Bank our route follows the 'New Manchester Road' of c.1820. This short section of road, which was part of a large scale realignment of the Austerlands turnpike, was built to replace the steep route out of the town at Outcote Bank.

When compiling a book of this kind it is likely that one or two of the buildings it describes will have disappeared by the time it is published. A case in point is the now derelict Grand Cinema which can presently be seen about twenty five yards (23 M) along Manchester Road, on the right hand side. This once handsome building, designed by Clifford Hickson, opened on 4th March 1921 and eight years later, became the third cinema in town to show the new 'talking pictures'. After it closed in 1957 the Grand was converted into a nightclub and later into a disco. The building is reputed to be haunted by a former projectionist whose ghostly footsteps have becn heard in the area of the old balcony. However, the ghost may soon find itself dispossessed as, at the time of writing, 1995, there are tentative plans to demolish its old haunts to make way for a retail development.

Beyond the Grand, our approach to the road junction at Outcote Bank runs across what was, in the eightecnth century, a quiet agricultural close called EllinTree Wells. The close was tenanted in 1716 by Thomas Slack, the

man who, at the same time, had an 'Old Decayed House' in Back Green. In 1794 the Huddersfield Narrow Canal was cut across Ellin Tree Wells to be followed in 1820 by the New Manchester Road and the development that followed ensured that the close - and the pretty name - disappeared for ever.

About one fifth of a mile from the traffic lights at Chapel Hill the tour rejoins the route of the 1758 turnpike as it emerges from its steep descent of Outcote Bank.

THE STARKEYS AND ST. THOMAS' CHURCH (10)

On the left-hand side of Manchester Road, work is presently going on to reinstate the Huddersfield Narrow Canal which, for many years, has been blocked between Queen Street South and Longroyd Bridge. In recent years a great deal of old industrial property has been demolished in this area, including the sizeable Springdale Mills which occupied a narrow site between the canal and the River Colne. The factory was the property of the brothers John, Thomas and Joseph Starkey, shrewd businessmen all, who, quick to recognise the potential profitability of new inventions in the textile industry, had, as early as 1835, installed some seventy power looms in their mills. As with all innovations at that time, the looms were regarded with suspicion and some resentment by the workforce and soon after they were introduced fifty women and girls went on strike because their wages were reduced by 1s. 6d. per week. There was more trouble at the mill in August 1842 when the plug rioters succeeded in drawing the plug from the mill boiler despite the stalwart defence put up by Joseph Starkey and his workmen.

Thomas Starkey died at the age of fifty three in 1847. Ten years later, his widow and his two brothers commissioned Sir George Gilbert Scott to design the church they intended to build in his memory. Scott was a great advocate of Gothic Revival architecture and St. Thomas' Church with its broach spire and stained glass windows is a splendid example of his work. By the time the church was completed in 1859 John and Joseph Starkey had also died and a magnificent stained glass window was erected in memory of all three brothers.

St. Thomas', the first 'high' church to be built in Huddersfield still continues its ministry. After a dramatic but sympathetic refashioning of the interior to meet the needs of contemporary methods of worship, the church was rededicated in 1990.

THE VIADUCT (11)

Just past St. Thomas's Church, the scene ahead is dominated by the Paddock Viaduct which carries the Penistone line (see tour 1. No. 31) across the canal and the river. On the 19th August 1865 the viaduct was the scene of an episode in a drama that might well have been called, in the language of the times, 'The Remarkable Rampage of the Runaway Railway-train and its Regrettable Ruin'. The story starts at Lockwood where an engine was shunting carriages from one siding to another. Suddenly, eleven of the carriages broke loose and started down the incline towards Huddersfield. The engine driver set off in close pursuit and as he passed through Lockwood Station a porter there, named Sykes, with great presence of mind jumped aboard to do what he could to help the driver recover his train. They caught up with the carriages on the viaduct here at Paddock Foot and Sykes courageously scrambled to the front of the speeding engine and somehow managed to hook up the runaway carriages. The driver, relieved that the drama was, as he thought, over, applied the brakes. Unfortunately, he braked too hard, the coupling broke and off went the carriages again. Once more the engine followed and in Springwood tunnel Sykes again tried to couple the train but was unable to do so as the shackle was broken. Meanwhile, the pointsman at Springwood had telegraphed a warning to Huddersfield Station and by the time the runaways emerged from the tunnel a sleeper had been laid across the line at the end of the station. This somewhat desperate measure resulted in a spectacular derailment which severely damaged three of the carriages. Unfortunately, we have no further information about the porter or the engine driver.

Immediately after the traffic lights by the Electrician's Arms public house our route veers to the left to cross in quick succession the canal and the river.

SECTION TWO

LONGROYD BRIDGE (12)

If, as we have suggested, the route of the 1759 turnpike followed the course of an ancient highway to the west, it follows that the river crossing at Longroyd Bridge is of similar antiquity. The upkeep of bridges was a great concern to the community and before the Turnpike Acts local townships were

expected to keep their own bridges in a good state of repair. The eighteenth century indictment books of local Courts record many complaints about the state of highways and bridges. One such complaint alleges that 'a certain common public bridge called Longroyd Bridge on the highway to Manchester is very ruinous, too narrow and in great decay for want of repairs so that people cannot go past that way without great danger to the common nuisance of all'. The indictment goes on to point out that 'The inhabitants of Huddersfield and Quarmby have from time when the memory of man is not to the contrary been accustomed and still ought to repair the said bridge'. As there is no further mention of the bridge, presumably the repairs were carried out.

From Longroyd Bridge the old road climbs some six hundred feet to the high ground at Crosland Moor on a line that has remained unaltered to the present day. It is difficult now to imagine travelling conditions in the eighteenth century when even a turnpike road would, to our eyes, be little more than a rough, deeply rutted trackway. In the hilly areas to the west of Huddersfield journeys must have been particularly difficult. For example, between Longroyd Bridge and Marsden travellers were faced with seven lonely and difficult miles across a featureless wilderness with only the occasional wayside inn to offer them shelter and sustenance.

It might be appropriate to say here that to trace the route westward we have relied mainly on Jefferys' map of 1772 which, because it is contemporary with the road and because it shows every milestone between Huddersfield and Austerlands, must be the most trustworthy record of the road as it was when first turnpiked. The milestones would, of course, have been the only indicators of how far travellers had come and how far they had still to go.

THE TRAMWAY DEPOT (13)

Once across the bridge and through the traffic lights notice, over on the left, a large building presently occupied by a window manufacturer. This was originally a tramway shed built at a cost of £51,000 to provide storage space for up to a hundred tramcars. On 15th July 1921, Alderman E.H. Sellers J.P. ceremonially drove a tram into the new premises and declared them open. Soon afterwards, the shed became the town's main tramway depot, succeeding the older depot in Great Northern Street which was then used for maintaining and repairing rolling stock. Prior to the prestigious new building the site had

been occupied by the tramway power station and a small shed for twenty-five tramcars.

Lost somewhere beneath the tram depot is the site of a small workshop which, because of its Luddite connections, has entered into local legend. John Wood's cropping shop stood on the river bank a little way down stream from Longroyd Bridge. Here, in the early years of the nineteenth century, croppers worked in the old way, raising the cloth nap with teasels or wire cards before cropping the nap with heavy shears. Because the work was so skilled croppers earned high wages and when, from about 1803, the use of shearing frames began to spread, their resentment was great. Soon the new machines, one of which could do the work of ten men, came to be regarded as the symbol of oppression. Resentment was channelled into violent action when the Luddite Movement reached the town in 1812. The leader of the Movement locally was George Mellor, John Wood's stepson, and it is believed that several machine breaking attacks were planned at the cropping shop as well as the assassination of William Horsfall on 28th April 1812 (see No. 25).

THE PLAZA (14)

About a fifth of a mile beyond Longroyd Bridge, St. Martin's Catholic Centre, on the right hand side of the road, was once a cinema. The original building on the site, the office of Messrs Edward Fisher & Co., silk spinners, was converted in 1912 into a picture house, called The Cinema. In 1930, the old building was demolished and a new cinema, the Plaza, was erected in its place. The Plaza, which opened on 2nd May 1931, was the first new cinema in the district to be specifically designed for sound.

THE ONE MILE STONE (15)

Jefferys' map shows six milestones between Huddersfield and Marsden of which two of the originals remain, two are replacements and two seem to have disappeared. Although the replacements are themselves old they are quite different from the originals both in shape and the information they give and, as the comparisons are interesting, we intend to point out the positions of all the remaining milestones, as we come to

them.

The first milestone, which is a replacement, stands on the left hand side of the road immediately beyond the railway viaduct. (N.B. As it is not advisable to stop in this busy area, we include a small sketch.) Jefferys numbers the stone at this point 1/14 - that is the first from Huddersfield, the fourteenth from Austerlands. On a slightly later map it is marked simply, 'One Mile Stone'. The stone, which is triangular in shape, has inscriptions on the two sides facing the road. These originally read: From Huddersfield 1 Mile, To Huddersfield 1 Mile. Today, the only legible words are 'To', 'From' and 'Mile'. It might be reasonable to conclude that the missing words have weathered away over the years but this is not so. They were, in fact, deliberately chiselled out during the last war when it was the practice to remove or obliterate all wayside place names and distances in order to confuse any enemy paratrooper or spy who might happen to be passing by.

The distance from the first milestone to the second is exactly one mile.

THE 'NEW' MANCHESTER ROAD (16)

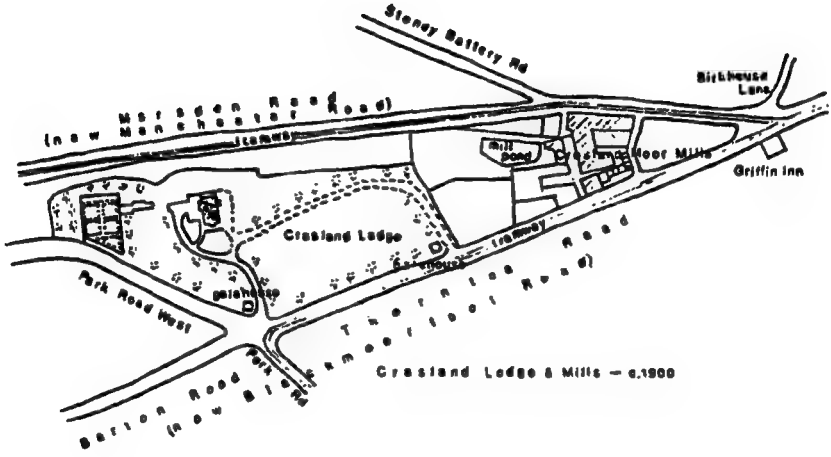
Jefferys' map of 1772 shows that the old turnpike was at that time the only through-route connecting Huddersfield with Marsden and it was to remain so for the next fifty years. During those years, a dramatic increase in whecled traffic led to growing demands for road improvements in general and the elimination of steep gradients in particular. Consequently, in 1820, the trustees of the Wakefield to Austerlands turnpike set about constructing a new stretch of road which at last broke away from the hilly route of 1759. The new road, which left the old at what soon came to be called The Junction (notice the public house), provided the direct and level approach to Marsden necessary for the swifter mail and stage coaches of the times. Although it was to be another two decades before major improvements were completed beyond Marsden (see No.55), soon after 1820 there were several coaches running daily to Manchester and, indeed, passengers using the 'Accommodation' stage coach could leave Huddersfield at 6.30a.m. and arrive back on the same coach at 9.00p.m. the same day.

BLACKMOORFOOT ROAD (17)

Soon after 1820 the old turnpike was, naturally enough, designated Old

Manchester Road and as such it remained until the late nineteenth century when the section between Longroyd Bridge and Park Road was renamed Thornton Road. The most recent name change, to Blackmoorfoot Road, came in 1920.

G.H. CROSLAND & SONS LTD. (18)



Just beyond Oldfield Street, on the right hand side of Blackmoorfoot Road, is the site of Crosland Moor Woollen Mill (see map above) which was founded c.1820 by George Crosland of Crosland Lodge. The venture was successful and by 1850 some three hundred and fifty people were employed at the mill. When George Crosland retired in 1860 he was succeeded by his eldest son, Joseph, who became one of the town's most prominent business men and, briefly, its Member of Parliament.

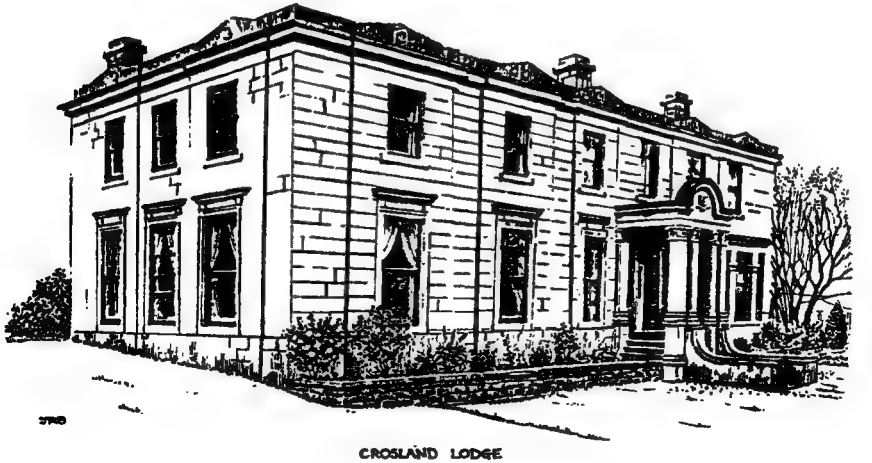
After the outbreak of war in August 1914 the firm worked non-stop to fulfil several orders for khaki cloth for the British, French and Russian armies.

Sadly, for employer and employees alike, it all came to an end on 26th February 1915 when a small fire could not be contained. The resulting conflagration destroyed most of the premises although, fortunately, there were no casualties.

Today, the site of the mill is largely empty but a couple of fragments remain at the roadside in the shape of a ruined wall and a small derelict building with an ashlar front elevation. Even though eighty years have gone by since the fire, evidence of burning can still be seen in the rough walls behind this building.

CROSLAND LODGE (19)

A little further up Blackmoorfoot Road there is, on the right, a small octagonal building which, from its appearance and its position at the side of the old turnpike, might well be mistaken for a bar house. Unfortunately, none of the bar houses on this side of Huddersfield have survived and the building in question was originally a gatehouse to Crosland Lodge, the one time home of George Crosland, founder of Crosland Moor Mill, his wife and six children.



CROSLAND LODGE

The house, which still survives, has a plain ashlar front with a parapet at roof level adorned with five carved laurel wreaths. Six finely carved square columns support the portico on which is carved the motto vincit veritas omnia (truth above all).

In its heyday Crosland Lodge stood in four acres of gardens and grounds. Today, most of the grounds are built over but the lawn in front of the house was made into a crown bowling green in 1927. This remains and is, we are reliably informed, one of the premier greens in Yorkshire, much used by the County side.

Crosland Lodge was the birthplace and for many years the home of Joseph (later Sir Joseph) Crosland, businessman, newspaper proprietor and prominent Conservative, who stood for Parliament in 1885, 1886 and 1892. Each time he was defeated by a Liberal candidate but his persistence was rewarded in 1893 when, at the age of sixty-six, he was elected M.P. for Huddersfield at a by-election caused by the death of the sitting Member. His majority was thirty-five. Sir Joseph was Huddersfield's first Conservative M.P. and his feat in winning the seat for the party was not to be repeated until 1979. His spell in the House of Commons was to be brief as in the General Election of 1895 his slender majority did not carry and he was again defeated by a Liberal. In view of his political record it is something of an irony that the one time home of this arch-Conservative has for many years been a Liberal Club.

PARK ROAD (20)

A little higher up Blackmoorfoot Road, at the corner of Park Road West, there is another gatehouse to Crosland Lodge, the twin of the first. It would appear that the gatekeepers' duties were not onerous as, in the mid-nineteenth century, the residents at both gatehouses were textile operatives.

Park Road, on the left of Blackmoorfoot Road was, between 1890 and 1902, the terminus of the Crosland Moor tramway. The Huddersfield Improvement Act of 1880 authorised the construction of the first eleven tramway routes in the district. The Crosland Moor route which was designated number five in the schedule was, in the event, the eighth to be built being preceded by routes to Fartown, Lockwood, Lindley, Edgerton, Paddock Head, Holly Bank Road and Almondbury. The service to Crosland Moor,

using steam trams, commenced on 23rd May 1890.

Although there were a few houses in the area before 1890 it was undoubtedly the advent of the tramway that stimulated the suburban development of Crosland Moor. By the end of the century new streets with long terraces of Victorian houses had made their appearance within an easy walk of the terminus along with the shops, schools, chapels and clubs necessary for a growing population.

On 18th February 1901, the tramway was electrified and extended to Dryclough Lane (Dryclough Road today) thus stimulating further development beyond the new terminus. As time went by architectural styles changed, terraces gave way to semi-detached, stone to brick and pebble-dash and it is not too difficult whilst driving along Blackmoorfoot Road to pick out the small houses of the pre-tramway era nestling among what might be called phase one and phase two of the post-tramway development.

THE WARREN HOUSE (21)

About a tenth of a mile past Park Road the old building on the right, now occupied by 'Lindsay's All Sorts', stands on the site of an old inn called the Warren (or Warrener) House. It was there that William Horsfall called for a stirrup cup on his fateful homeward journey on 28th April 1812 and there at about 6.00a.m. on the morning of the 30th that he died.

ST. LUKES HOSPITAL (22)

On the left hand side of Blackmoorfoot Road, St. Luke's Hospital has its origins in the Crosland Moor Workhouse and the original tall Victorian buildings of this institution are easily recognised.

Until fairly recent times, poverty was generally regarded as avoidable and paupers, vagrants and the helpless poor received little understanding and less sympathy. From 1494 able bodied vagrants could be punished by whipping, the loss of an ear or even by hanging and from 1547 they could be branded on the cheek with the letter V (for vagabond).

In 1572, parishes were empowered to elect an Overseer of the Poor who was responsible for administering charitable funds. Twenty-five years later, the Overseer was allowed to levy a Poor Ley (rate) which was used to provide minimal outdoor relief.

The General Workhouse Act of 1723 required parishes to build small workhouses for those unable to benefit from outdoor relief and eventually there were some two thousand of these in England, including five in the Huddersfield district, at Lockwood, Birkby, Kirkheaton, Honley, Golcar and Almondbury.

The next significant move came with the Poor Law Amendment Act of 1834 which was designed to remove from the community all those who were unable to support themselves, by refusing them outdoor relief and admitting them to the workhouse. Following the Act, parishes were grouped together in new Poor Law Unions and elected Boards of Guardians were made responsible for the day to day management of poor relief. Large new workhouses were built where conditions were unpleasant enough to deter all but the most desperate. Sadly there were many such and although it was not deliberately intended that the workhouse regime they had to endure should be a punishment for being poor or sick or old, inevitably with its segregation of sexes, separation of families, institutional clothing, meagre food and rules of silence, this is precisely what it turned out to be.

The Poor Law Amendment Act was fiercely opposed in the north where it was not implemented until 1837. Even after that date opposition continued, as northerners considered that they knew well enough how to treat their own poor. Locally, for instance, when the parishes of Almondbury, Huddersfield, Kirkburton and Kirkheaton were formed into one large Poor Law Union there was real fear that the poor, the aged and the infirm would be shut up for ever. Poor Law Commissioners who visited Huddersfield in 1837 were give short shrift and meetings of the local Board of Guardians were faced with vociferous and unruly demonstrations. Such strength of feeling could not be ignored and for many years after 1837 the old system of outdoor and indoor relief continued in Huddersfield and other northern towns.

The move towards large centralised Institutions, however, proved unstoppable and on 30th April 1869 the local Board of Guardians met to consider estimates for the erection of a new workhouse on a fifteen acre site at Crosland Moor. Among the tenders accepted were those of A. Graham, mason, £10,382, Fawcett & Sons, joiner, £4,927 and H. Garton, plumber, £1,395. The total estimated cost was £20,208.10s.0d.

The corner-stone of the workhouse, which consisted of a vagrant's

ward, an infirmary and a school, was laid by the Chairman of the Board of Guardians, Mr. J. Wrigley, on 7th July 1869. After the opening ceremony on 9th August 1872, arrangements were immediately made to close the old workhouses at Birkby and Kirkheaton.

As time went by, attitudes towards the plight of the poor eased. In 1913, workhouses were renamed Poor Law Institutions and in 1929 the term pauper was officially abolished. From that time, local authorities were encouraged to convert their workhouses into hospitals and infirmaries and in 1930 responsibility for the Crosland Moor Institution was transferred to the Corporation. One of their first moves was to change the name to St. Luke's Hospital although it was to be another four years before its facilities were made generally available. Since then, through many changes of function and status, St. Luke's has cared for those who would previously have been oppressed.

Between January 1953 and October 1972 the running of St. Luke's Hospital was in the capable hands of the Matron, Miss Ellen Simpson (later Mrs. A. Ramsden) who will be remembered with affection by any of our readers who met her whether they were patients or members of staff.

BARTON (23)

On the opposite side of the road to St. Luke's, the area bounded by Matlock Street and Frederick Street was once called Barton Tower. One of the earliest instances of the name is found on Jefferys' map of 1772 but whether the 'Tower' was a building or a landscape feature is unclear. Some eighty years later, the 1854 O.S. map shows that the present day Ivy Street, which was then called Barton Lane, was the access road to a small sandstone quarry called Barton Delf. At that time there was a Higher and a Lower Barton Tower but these names seem to refer to the land on each side of Barton Lane rather than to specific buildings and again there is nothing to indicate the origin of the word Tower. The name Barton Tower persisted for another forty years by which time several streets of high density housing covered the area. Ten years later, Barton Lane had become Ivy Street, the enigmatic 'Tower' had been dropped and the area was simply called Barton.

DRYCLOUGH ROAD (24)

Running down the hillside behind St. Luke's Hospital is the shallow

waterless depression - the dry clough - that gives the area it name. Dryclough Road, which crosses the clough, was chosen as the new tramway terminus when the Crosland Moor route was electrified and extended in 1901 and much of the development along the road post-dates that time.

In the mid nineteenth century, the local Volunteers had a small barracks along the road, which at that time was called Dry Clough Lane, and nearby fields, collectively called Volunteer Close, were doubtless used by them for annual camps, parades and military training (see map p.76).

Earlier, in 1812, presumably before there was military presence in the area, Dry Clough Lane was the escape route used by William Horsfall's murderers (see No.25). From the far end of the Lane they had direct access to Dungeon Wood (now Beaumont Park) where a quick descent of the hillside would take them well away from the scene of the murder before a search could be mounted.

It seems likely that Dry Clough Lane was laid out around the turn of the nineteenth century as its uncompromising straightness is typical of the new enclosure roads of that time. Like two other similar lanes in the area (see No.29) it led directly to an old route across the moor which might well predate Blackmoorfoot Road.

SECTION THREE

WILLIAM HORSFALL STREET (25)

Just above Dryclough Road, William Horsfall Street was built in the early years of this century and so named to commemorate the fact that it was in this area that Horsfall, the owner of Ottiwells Mill at Marsden, was mortally wounded.

The attack took place on Tuesday, 28th April 1812. Two weeks previously a large band of Luddites had mounted a raid on Rawfolds Mill at Cleckheaton which had been repulsed by the millowner, William Cartwright, and a handful of soldiers. Infuriated by their lack of success the Luddite leaders decided to change their tactics from machine breaking to murder. They must have reasoned that the death at their hands of one intransigent millowner would effectively dissuade others from installing the hated shearing frames in their own mills.

They had no great difficulty in selecting a victim. William Horsfall, an outspoken opponent of the Luddite cause, had gone so far as to install a cannon at his mill to defend his machines from attack. More importantly, perhaps, once a week his journey to and from the market at Huddersfield took him past the Luddite headquarters at Longroyd Bridge and so put him within their reach.

On that fateful Tuesday afternoon, the millowner called for his usual drink at the Warren House Inn after which he continued up the turnpike towards the Dryclough area. Unknown to him four armed men had concealed themselves in ambush behind the wall of a plantation on the left hand side of the road. The four, George Mellor, William Thorpe, Thomas Smith and Benjamin Walker had a great deal in common: they were enthusiastic Luddites, they were croppers by trade, three of them worked at Wood's cropping shop (see No.13) and one at Fisher's shop close by, they had all taken part in machine breaking attacks and they were all under twenty-five years old.

As Mr. Horsfall approached the plantation several shots were fired and he was severely wounded. Seeing their victim fall forward onto his horse's neck the assassins made their escape along Dry Clough Lane. Mr. Horsfall was assisted back to the Warren House where, despite medical attention, he died some thirty-six hours later. His last words are reputed to have been 'These are awful times'.

On the day after the attack, George Mellor and William Thorpe promptly silenced all possible informers by forcing them at pistol point to swear on the Bible that they would reveal nothing of what they knew, and so the secret held until October 1812 (see Tour 1 No. 43).

N.B. It should be said here that in their book 'On the Trail of the Luddites' Lesley Kipling and Nick Hall question the guilt of the Longroyd Bridge Four.

THE SECOND MILESTONE (26)

One tenth of a mile past William Horsfall Street notice, on the left, the second milestone which is almost identical in shape and size to the first at Longroyd Bridge. Jefferys marked the stone at this point 2/13 i.e. two miles from Huddersfield, thirteen miles from Austerlands. Interestingly, like Jefferys, the two remaining original milestones state the distances to both Huddersfield

and Austerlands, as we shall see, but this second stone, like the first, merely records the mileage to and from Huddersfield. It seems likely, therefore, that this is a replacement of an older stone set up, perhaps, sometime after 1820 when the importance of the old road as a through route via Austerlands to Manchester had declined.

The inscription, which once read From Huddersfield 2 Miles, To Huddersfield 2 miles was, like that on the Longroyd Bridge stone, obliterated during the last war. Both the first and second milestones are, consequently, of little use to travellers but their survival is pleasing not only because of their historical importance to the old road but also because they are graphic reminders of those days during the Second World War when the very real threat of invasion led to such desperate measures being taken country-wide in the forlorn hope of impeding the expected advance of the enemy.

CROSLAND HALL (27)

A quarter of a mile beyond the milestone look out on the right for Crosland Hill Road where stands Crosland Hall, one of the oldest houses in the district. Several architectural features reveal the age of the building: the label moulds over the deeply recessed transomed windows, the twisted central chimney stack and the moulded head and jambs of the original central doorway (now blocked). Although the precise date of construction is not know, the hall must be over four hundred years old as there is a record of a Thomas Crosland living there in the mid sixteenth century.

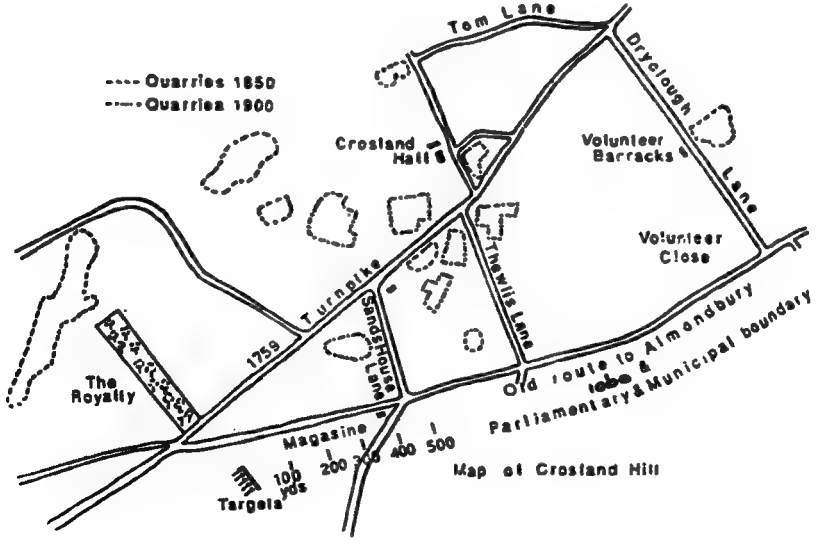
The hall remained in the Crosland family until the early years of the eighteenth century when it was sold by the Rev. Thomas Crosland to Matthew Wilkinson of Greenhead whose daughter and heiress married Sir John Lister Kaye of Denby Grange. In 1783 the Kayes sold the house and estate to the Battye family who, for some fifty years carried on an extensive legal business there. The estate remained in the hands of the Battye family throughout the nineteenth century although by 1850 the house had been partitioned into separate dwellings.

CROSLAND HILL QUARRIES (28)

Above Crosland Hill Road, the old turnpike passes through an area that over the centuries has been extensively quarried and it is not too much of an

exaggeration to say that most of old Huddersfield was built from the Millstone Grit sandstone that was extracted from the Crosland Hill district. The early quarries would be small concerns, opened up to fulfil a particular local need and then abandoned. As time went by and the population grew, stone was increasingly needed for housing and walling and by the early years of the eighteenth century, long before the road was turnpiked, Crosland Hill stone was being sent to such far away places as Lepton and Whitley. At that time, not surprisingly, stone carting was far more expensive than stone getting.

With the passing of the local Enclosure Acts towards the end of the eighteenth century, the readily available stone in the Huddersfield district was seen as ideal material for the new field divisions and, during the early years of the nineteenth century, many miles of dry stone walls were built to enclose the hitherto open common land. The resulting demand for stone led to the reopening of many small abandoned quarries as well as the opening up of several new ones.



The period between 1820 and 1900 was one of remarkable progress and development in the Huddersfield area. The industrial advances of the times brought in their wake a massive expansion in building activity: mills, factories, workshops, warehouses, houses, churches, chapels, schools, hospitals, institutions, cemeteries, hotels, inns, new highways and byways, the viaducts, embankments, tunnels and stations of the main line railway and the branches, the dams, conduits and reservoirs of the new waterworks, all these and more made their appearance during those eventful years when it must have been impossible to make even a short journey without coming upon a new major building project. This was the heyday of the quarrying industry, the time when several large new quarries were opened up at Crosland Hill to win the much needed building stone (see map p.76).

The use of Crosland Hill stone was not, of course, restricted to the local area and it continued to be used countrywide until well into the present century. As late as 1965 there were no fewer than eleven quarries at work here. Today, as a result of competition from cheaper bricks and artificial stone there is just one - Johnson's Wellfield Quarry on the corner of Blackmoorfoot Road and Thewlis Lane. Most of the abandoned quarries have been used in recent years for landfill so that little trace of them remains; it is difficult to believe, for example, that Goodall's caravan park is situated on the site of the once extensive Spinkwell Quarry.

In the days when individuality and even eccentricity were prized there were many men affectionately known as 'characters' in the local quarrying industry, men like Alfred Mellor of the Crosland Hill Quarry Company who never spoke when he could bawl and who never bawled when he could bellow. It was said of Alf that when he ordered his crane operator to 'lower' the other crane-operators all over Crosland Hill obeyed the command. Then there was old Joe Shaw, owner of Spinkwell Quarry, whose method of delivering detonators to the bottom of the quarry was casual in the extreme. He would put the detonators into a bucket and light his pipe then, with one foot on the crane hook and his free hand holding onto the rope, Joe, his pipe and the detonators would be swung out over the void and precariously lowered some seventy feet to the quarry floor. One day, the Inspector of Mines and Quarries caught him in the act and remonstrated with him. This perhaps was the last time Joe used his unorthodox method of delivery - but, then again, perhaps it wasn't.

THEWLIS LAND AND SANDS HOUSE LANE (29) (P.W.)

On the left hand side of Blackmoorfoot Road, opposite the caravan park, notice Thewlis Lane and a quarter of a mile further on, Sands House Lane both of which were laid out in the early nineteenth century across the newly enclosed land between the turnpike and an old route to Almondbury (see map p.76). The latter, which has survived as a narrow trackway, crosses Sands House Lane not far from Blackmoorfoot Road. Such links with the distant past are of great interest and, if time allows, readers might like to park near the inn and take a short walk (350 yards, 318 M) to see this once important route.

The name of the old track, if it ever had one, has not survived and so, as it coincides exactly with the boundary between South Crosland and Lockwood, we will call it, for the sake of convenience, the boundary lane. To the west of Sands House Lane the boundary lane is found as a narrow, overgrown but still walkable path running between a wall and a fence. To the east, however, modern quarrying operations have obliterated its ancient course between Sands House Lane and Thewlis Lane. (The path beyond the boulder on the left is not the boundary lane.)

In medieval times, extensive parishes were established in the Pennine region to serve the needs of a sparse and widely scattered community. The old manor of Marsden, for example, lies at the western edge of the old parishes of Huddersfield and Almondbury and was originally divided between them, the dividing line being the river Colne. Parishioners from Marsden and from other settlements along the way making the long journey to their respective parish churches would follow a common route as far as Crosland Heath where there was a parting of ways. Those bound for Huddersfield would continue along the line of the present day Blackmoorfoot Road whilst those bound for Almondbury would strike off to the east to cross the moor by way of the boundary lane. Beyond the moor their route followed today's Woodside Road and Hanson Lane to the river crossing at Lockwood and thence up the steep hillside to Almondbury.

Standing on the line of the boundary lane today it is difficult to believe that this rough narrow track was once part of a major highway used over the centuries by wedding parties and solemn funeral processions and by countless people on their way to church to celebrate the great Christian festivals of Christmas, Easter and Whitsuntide. Equally difficult to imagine is its role as

a trade route used by pedlars, hawkers, traders, merchants, clothiers and farmers taking their wares to the small medieval market at Almondbury or, perhaps, to markets further afield for Almondbury was the outlet to the south and to London.

Several factors must have led to the decline of the boundary lane including, from the fifteenth century, the provision of Chapels of Ease in the Colne Valley townships, the granting of a Market Charter to Huddersfield in 1671, the town's development as the major centre of trade in the area and the consequential turnpiking of roads leading there rather than to Almondbury. Roads, of course, survive only through continuous and frequent use; neglected, they are soon overgrown. Whether the neglect in this case was gradual or sudden it is now impossible to say but certainly by 1850 the boundary lane was little more than the rough, overgrown track we see today.

During the last decade of the nineteenth century the boundary lane and the land nearby was used as a thousand yard (903 M) rifle-range (see map p.76). Today there is no trace of the small magazine or the target although the site of the latter may be seen from Sands House Lane. To locate it stand in front of the boulder on the east (left) side of the lane and look west. About four hundred yards (363 M) away there is what appears to be a large mound which, according to our calculations, is on the very spot. It is tempting to think that this actually was the stop-butt against which the targets were placed but closer investigation reveals that the mound is the end of a spoil heap some 250 yards long. The range had marker butts at hundred yard (90 M) intervals and beyond five hundred yards (454 M) the markers were very close to the boundary lane. Looking across the quarry towards Thewlis Lane the approximate position of the nine hundred yard (818 M) marker may be calculated (with the help of the map). To hit the target from such a distance must surely have called for expert marksmanship and more than a little luck.

Whilst walking back along Sands House Lane be sure to look over the walls on each side to see the enormous extent of Johnson's Wellfield Quarry. The Company, which was founded in 1895, opened up Wellfield in 1927 and over the years the quarry has produced fine ashlar stone for public and private buildings all over the country. Now owned by Readymix (Huddersfield) Ltd., Wellfield is the only remaining working quarry in the area. Its products include building and monumental stone, gritstone for paving and steps,

walling stone, broken stone aggregate and sand.

The present day Sands House Lane was laid out in the nineteenth century on the line of a short section of a route to South Crosland, called Sandy Lane. The old name continued in use for many years and when a private residence was built near to Sandy Lane it was called, appropriately enough, Sand House. The slight name change, whether deliberate or accidental, occurred when the house became an inn in 1873 and shortly afterwards Sandy Lane became Sands House Lane - but only as far as the boundary. Beyond, the old name remains unchanged.

CROSLAND HEATH GOLF CLUB AND THE ROYALTY (30)

The golf club, which was formed in Cowlersley in 1896, moved to its present location, the fields and homestead of Barkerite Farm, in 1914. Until the farm buildings could be converted into a clubhouse members used the nearby Sands House Inn as a clubhouse. After the lease expired in 1920 the land was bought by the club and a limited company was formed

About half a mile beyond Sands House Lane, look out on the right for a short section of the golf course boundary wall that is higher than the rest. This coincides exactly with the one time edge of a closely set stand of trees, originally called Batty's Plantation and later, The Royalty (see map p.76). Old plantations like this one usually contained just one or two species, often a mixture of a conifer and a broad leaf variety. Unlike trees in natural woodland, plantation trees were not coppiced and they did not therefore renew themselves through natural regrowth. On reaching commercial maturity, plantations were felled and replaced by newly planted stock.

Although the tradition of plantations in this country goes back to c.1600 it is unlikely that Batty's Plantation is any older than the early nineteenth century, as its straight sided rectangular shape is typical of the landscape that resulted from the Parliamentary enclosures of that time. The name change to the Royalty occurred in the late 1890s. Unfortunately, we can find no explanation for this impressive name. Today, the Royalty, no longer managed for timber crops, has been invaded by a number of native trees. Although it no longer reaches the roadside it may still be seen (through a convenient gap in the wall) beyond and between the fairways and greens of the Crosland Heath Golf Club. Doubtless it is the repository of many lost golf balls.

A few yards beyond The Royalty stop briefly by a gateway on the left for another view of the boundary lane, this time at the point where it parts company with the road to Huddersfield. N.B. This is the narrow lane running down the hill, not the path across the field.

A few yards further on, notice on the right a public footpath sign. The path once led to an inn called Hole in the Wall (or Th' oile in t' Wall) which stood a hundred and fifty yards (147 M) back from the road. Intriguingly, this house sat on the line of an old footway (not the present path) which aligned perfectly with the boundary lane and which ran along the present day golf course and the fields beyond towards the bridge at Blackmoorfoot. Like the boundary lane, this footway also followed a boundary, here between South Crosland and Linthwaite. Such a combination of path, alignment, boundary and inn strongly suggests that this was the predecessor of the present route to Blackmoorfoot but if so, it is difficult to decide when it was replaced although, obviously, 1759 springs to mind. If a footway has been used regularly, some indication of its presenee often remains on the ground. Unfortunately, no trace of this one remains today, presumably because when the golf club closed it in 1914 they disturbed the ground to build their new course. Strangely though it is not evident in the fields beyond the golf course where we might have expected to see it as a faint sunken way descending the hillside towards Blackmoorfoot. So, although the possibility of this old road can be suggested, lack of evidence on the ground means it cannot be asserted.

The Hole in the Wall was demolished soon after 1914 and all that remains to remind us of its presenee is the right of way across the golf course.

THE THIRD MILESTONE (31) (P)

In the eighteenth century, three Turnpike Acts (1744, 1766, 1773) made statutory provision for the erection of mile markers along turnpike roads, and one of these, the milestone marked third and twelfth on Jefferys' map, may be seen a third of a mile past The Royalty, nestling at the bottom of the wall on the left hand side of the road. This milestone differs in one or two obvious ways from the two already encountered: the stone itself is rough-hewn rather than worked, the incising is less proficient and the distance to Austerlands as well as to Huddersfield is stated. Clearly it is much older than the other two and probably, therefore, contemporary with the turnpike. We

have already mentioned that this third milestone is 1.3 miles from the second and this is, perhaps, further evidence of its age as the customary mile which was longer than the statute mile survived in some places into the eighteenth century. Although in later years adjustments were undoubtedly made it is quite likely that this old stone, so far away from civilization, would easily be overlooked or ignored.

It was certainly ignored during the Second World War as the inscription 'To A 12 M' remains plain to see on the side protected from the weather. The other inscription, 'To H 3 M' is less easy to make out. Perhaps this stone escaped the chisel because the authorities believed its message too cryptic for the enemy to understand.

THE VIEW (32) (P)

Near to the third milestone the turnpike reaches a height of 875 ft. (265 M) having climbed some 600 ft. (182 M) since leaving Longroyd Bridge and it is well worth a short stop to take in the interesting and extensive views visible from this altitude.

Taking Castle Hill as a starting point and moving round in a clockwise direction the more obvious features to pick out include the mast at Emley Moor, Thurstonland Bank with the top of the church spire just visible beyond, the stepped landscape of the Lower Coal Measures, Honley Old Wood (where there are the remains of a tannery), Holy Trinity Church at South Crosland and, nearby, the regular fields of the Parliamentary enclosures, Holme Moss with its television mast, Cop Hill, West Nab and Shooters Nab, the embankment of Deer Hill Reservoir and the Standedge Hills beyond Marsden.

The view to the right of the road at this point is less extensive but about thirty yards beyond the milestone there is, on the right, a public footpath leading across two fields and along a short walled lane to the edge of a steep bank and the site of an old quarry. As an old footway - it leads ultimately to Linthwaite - it is of interest in itself but perhaps an even greater attraction, and well worth a short walk, is the magnificent view that may be obtained from the top of the bank over a large part of the Colne Valley.

SECTION FOUR

THE RESERVOIRS (33)

Descending the hill towards Blackmoorfoot notice the nearby Blackmoorfoot Reservoir and, further away, to the right of Shooters Nab, the embankment of the Deer Hill Reservoir.

After Huddersfield became a Municiple Borough in 1868, one of the first problems addressed by the new Corporation was that of an adequate water supply for both domestic and industrial purposes. Application was made to Parliament and on 12th July 1869 the Huddersfield Waterworks Act was obtained.

The first reservoir to be constructed as a result of the Act was at Deerhill where the first sod was cut in August 1870. The reservoir which had a capacity of a hundred and sixty million gallons was filled to overflowing on 3rd. September 1875. Compensation water to industrialists and riparian owners amounting to four hundred and eighty thousand gallons per working day was delivered from Deerhill. A twelve inch (300 mm) main was laid from this reservoir to a tank at Shepley Marsh to supply the higher parts of Shepley, Shelley, Lepton and Emley.

Since 1861 Blackmoorfoot had been recognised as an excellent site for a reservoir and on 1st May 1871 work began on what was to be the largest of Huddersfield's Victorian reservoirs. Some two hundred navvies were recruited to join the two hundred already at work at Deerhill and soon afterwards a Navvies' Mission was set up by the Rev. C.S. Green, Vicar of Helme.

The navvies at both reservoirs were paid three shillings (15p) per day and worked a fifty and a half hour week. In early February 1872, an attempt by the Waterworks Committee to increase the navvies' weekly working hours to fifty-five and a half resulted in an all out strike. On 15th February the Deerhill men accepted an offer made by the Committee to meet them half way but the Blackmoorfoot men refused and continued to hold out. Eventually, after several heated meetings, the Committee offered a working week of fifty one and half hours. This was accepted and work resumed on 25th March.

Whilst working on the reservoirs a few navvies rented houses and became landlords to other navvies but most lived near to the work site in

specially erected huts. On Lingards Moor, for example, there were seven huts each accommodating between twelve and fifteen persons. There was usually one married couple per hut, the wife presumably there to clean, cook and wash. They came from all over England but surprisingly perhaps, in view of our received knowledge of navvies, none came from Ireland. Their reputation as hard drinkers and hard spenders is belied somewhat by the fact that when a Navvies Mission Post Office Savings Bank opened on 15th June 1851 at Blackmoorfoot, £21.4s.0d (£21.20p) was deposited in the first two hours.

The foundation stone at Blackmoorfoot was laid on the 25th October 1872 by Ald. Wright Mellor, Chairman of the Waterworks Committee. The ninety acre reservoir which is situated at the foot of Meltham Cop at an elevation of 832 ft. (251 M) was filled to overflowing by 20th December 1876. The original capacity of six hundred and seventy five million gallons was eventually increased to seven hundred and five million gallons by twice raising the overflow shafts by twelve inches (300 mm) in all.

Water is conveyed to the reservoir from the hills above Meltham and Marsden by means of two catchwater conduits (see No.48). Shortly after 1878 the supply of water from Blackmoorfoot to the town and neighbourhood was three million gallons per day plus more than eight hundred and forty thousand gallons of compensation water. The water main to Huddersfield passed through Linthwaite, Milnesbridge, Longwood, Paddock and Marsh to the now defunct tank at Snodley near Greenhead Park. From there the water was distributed through the town. The main from the south entrance tunnel supplied Netherton, Berry Brow, Honley, Almondbury and Kirkheaton.

It should be said that the advent of piped water was not greeted with universal acclaim. Many people distrusted 't'tahn watter' and for many years continued to use their local troughs and wells.

BLACKMOORFOOT (34)

Travellers from Huddersfield and Almondbury would, no doubt, be delighted to reach Blackmoorfoot with its useful amenities, a trough, a well, a pump and a smithy. In addition, the aptly named Travellers Inn offered rest and refreshment before the next ardous stage of the journey over Black Moor. This old inn which, until the mid-nineteenth century was the only sizeable institution of its kind for miles, stood just beyond the '40' traffic sign on a site

now occupied by a modern house. The present inn at Blackmoorfoot, the Bull's Head, was established in the second half of the nineteenth century, although the building itself may be older.

The small settlement at Blackmoorfoot grew up around a bridge over a small stream called Well Clough which flowed off the hillside to the south. After the reservoir was built the lower course of the stream was culverted and used as run-off channel but the old bridge abutment remains and may be seen at the roadside on the left. Over on the right the water tumbles out of the culvert into a deep narrow valley (or clough) and flows northwards towards Upper and Lower Clough at Linthwaite.

At or near Blackmoorfoot, Gillroyd Lane, Upper Clough Road and High Royd Edge are all side roads joining the old highway from various parts of Linthwaite to the north. There are also side roads coming in from Helme (originally Elm) and Meltham to the south although to a certain extent their routes have been affected by the reservoir.

In his 'History of the Countryside', Oliver Rackham says: 'A genuine ancient long distance road is nearly always a parish boundary at least in parts.' In our area, where the old parishes consisted of several townships and where streams and rivers generally served as parish boundaries, old highways, we believe, were just as likely to be used as township boundaries. Interestingly, for the next mile over Black Moor the boundary between Meltham and Linthwaite, except for one short section (see No.39), follows the exact course of the road. Here again there is evidence of the age of the road for according to Rackham although in early Norman times minor boundary changes were possible in order to keep lands in one ownership, by 1180 the system had frozen and boundaries could no longer be altered when land changed hands.

SECTION FIVE

HOLT HEAD ROAD (35)

About a third of a mile beyond the bridge, having left Blackmoorfoot behind, the name of our route changes to Holt Head Road.

Shortly after the name change notice two small settlements on the left. Built at the edge of a large parcel of enclosed common land these probably date from the early nineteenth century. They were originally called New London

and Black Moor but by the end of last century New London had become Little London and Black Moor, presumably influenced by its near neighbour, had become Windsor. Behind Windsor there was briefly at the turn of the century a running track some three hundred yards (273 M) long.

At the end of the dry stone wall just before Windsor a careful look will reveal an old stone incised with the letters I.M.B. This is a boundary stone, a not unexpected find along this section of road.

BETHANY (36)

About two hundred yards (182 M) beyond Windsor, on the right hand side of the road, two white gateposts stand at the entrance to an old farmhouse called Bethany. Here again the name of one farm must have influenced the naming of its neighbour for nearby, to the north west, is a farmhouse called Jerusalem. It was quite a common practice in the eighteenth and early nineteenth centuries to give to outlying settlements names that suggest distance and all over the country there are isolated houses and farms with names such as Alaska, Botany Bay, Quebec and Egypt. The people who named Jerusalem and Bethany in the eighteenth century were simply following this fashion and, perhaps, proclaiming their scriptural knowledge for the Biblical village of Bethany, home of Lazarus, lies just to the south east of Jerusalem.

Built in the eighteenth century, Bethany is typical of many moorland smallholdings where both weaving and farming were practised - there is evidence of the former in what was, before the mullions were removed, a long row of windows at first floor level and of the latter in the barn and mistal and the small area of cleared and cultivated land in front of the house (compare this with the rough uncultivated heathland opposite Windsor).

We have already mentioned the enclosure of the wastes and commons in the early nineteenth century but, of course, some land, even out here in the wilderness, had already been enclosed by that time. By the early seventeenth century settlement was reaching out from townships towards the moors where land was plentiful. A man receiving permission to intake an acre or so of unused land would first clear and then cultivate it. As he added further intakes to his holding he would build a homestead at the centre for himself and his family. The land would support a few animals and an annual crop of oats,

water was plentiful and, near at hand, there was abundant peat for fuel.

The rewards of farming at this altitude barely reached subsistence level and from early times the hillside farmer, working in his own cottage on his own loom using his own materials, would produce a 'piece' of cloth every week. In this endeavour he was helped by his family who, from the youngest to the oldest, were responsible for such processes as cleaning, carding, spinning and finishing. Thus, in the moorland region there developed a dual economy although in time, weaving, originally the subsidiary occupation, became more profitable and, increasingly, families found their livelihood in the loom rather than the land.

Of course, the growth of the factory system during the nineteenth century inevitably brought about the decline of the independent cottage based textile industry. In 1850, Bethany was still occupied by a clothier but twenty years later textile activities had ceased and the occupant was a smallholder who farmed the twenty acres around the house and sublet part of the premises to four waterworks employees.

THE LOST FOURTH MILESTONE (37)

Allowing for the uncertainty of the eighteenth century mile we would expect to find the fourth milestone somewhere along the stretch of road near Bethany. Unfortunately, we can find no trace of it although it may well have survived, inscription concealed, as part of a dry stone wall.

A BOUNDARY STONE (38)

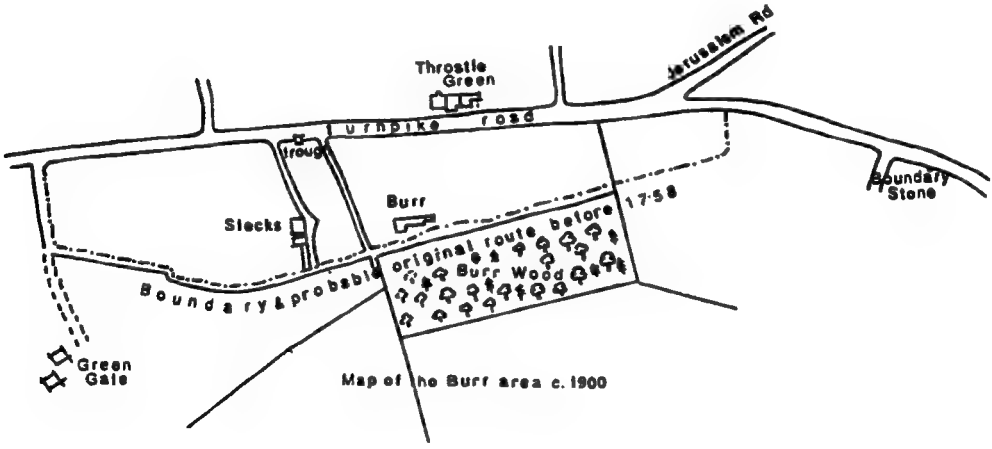
A hundred and fifty yards (136 M) beyond the entrance to Bethany, just before the crest of the hill, look out for an old stone built into the wall on the left hand side of the road. Another boundary stone, this one has the inscription M + R and there is a crude representation of a hand with spread fingers above the inscription. Interestingly, this stone is exactly 1.3 miles from the third milestone. Elsewhere on this turnpike an old boundary stone was re-used as a milestone (see No.51) and it is just possible that the same thing happened here but as the reverse of the stone is concealed we will probably never know.

As well as township boundaries, several other types of boundaries meet here on the high ground including Parliamentary, borough, county, civil parish, municipal ward and urban district divisions, most of which are of fairly

recent origin. For example, in the nineteenth century many new parishes with new bounds were carved out of the enormous ancient parishes of Almondbury, Huddersfield and Kirkburton. Later, in the 1970s, reorganisation of local government resulted in the rationalization of various boundaries for administrative purposes. Nevertheless, we believe that boundaries between townships, although they too could be subject to dispute, claim and counter-claim, are most likely to be unchanged from ancient times and the survival of a number of obviously old boundary stones reinforces that belief.

A REALIGNMENT (39)

About two hundred yards (182 M) beyond the boundary stone notice a straight vertical joint in the drystone wall on the left marking a distinct change in construction style. It is at exactly this point that a short stretch of the road diverges from the Meltham Linthwaite boundary which runs at a higher level just behind Burr and Slacks farms (see map below).



Map of the Burr area c. 1900

The early residents of local townships coming out here to the featureless uplands to delineate their territorial boundaries would find it difficult to use

any but artificial means: they would, perhaps, dig ditches, build cairns or earth mounds, set up boundary stones, even plant trees. However, all these had drawbacks in that they could be destroyed, removed or moved. Consequently where occasional linear features such as cloughs, streams and trodden ways existed they were undoubtedly brought into the boundary system because of their permanence.

It is likely then that the boundary here is following the original course taken by the old way and that the present road is a realignment made at the time of turnpiking. Looking at the terrain it is not too difficult to see why the road makers thought it necessary to construct a new section here although, for the times, this was an unusual practice. Although nearly two hundred and forty years have elapsed since the line of the road was altered it is still just possible to make out part of the old route running in front of the broken down wall on the hillside.

In the mid-nineteenth century a ten acre mixed plantation covered most of the hillside beyond the boundary. By 1900 most of this had been felled and the land reclaimed although the small area call Burr Wood remained (see map). Over the next thirty years this too was cut but here the underlying land was not reclaimed and it provides an interesting contrast with the cultivated fields around.

After a third of a mile the boundary and the road are reunited at the entrance to Green Gate Farm. From here they run together down to Bradley Brook where they once again part company, this time for good.

Just past the entrance to Green Gate Farm notice a small waterfall near the top of the hillside ahead. This is Bradley Book near the beginning of its steep man-made descent to Holt Head (see No.41). N.B. dry weather reduces the run off to a trickle and at such times the waterfall is difficult to pick out.

HOLT LAITH (40)

Dropping down towards the bridge at Holt Head, stop about fifty yards (45 M) past the 'road narrows' sign to look across the valley on the right to a group of newly renovated buildings. This is Holt Laith where the oldest building on the site sits squarely at the centre, its south facing gable, deeply recessed windows, large quoins and footstones dating it to the early seventeenth century. To the left there is a range of eighteenth century buildings including

a cottage with a weaving chamber and the laithe that gave the property its name and to the right is a large nineteenth century family house. If we include the modern rebuilding and alterations we have, on one site, an excellent example of how fashions in vernacular architecture have changed over four hundred years.

Laithe houses are common in West Yorkshire and usually date from the eighteenth and early nineteenth centuries. They are farm houses where the laithe or barn was built as an extension to the living quarters and often, as here, there is a high arched entrance which allowed hay carts to enter and unload within the barn. In recent years many laithe houses have been converted into 'desirable residences' although in some cases the treatment of the arched doorways has been less than sympathetic.

The Sykes family was early associated with the settlement at Holt and two of them, Benjamin and William, both woollen manufacturers, were living at Holt Laith in 1850. Twenty years later, a different Bejamin Sykes, a farmer, shared the property with a woollen warper, a widow, a waterworks manager and their families.

Approaching the bridge at Holt Head, notice the narrow wooded valley to the right. This was probably the source of the place-name, for 'holt' is an old word for a small wood.

During the sixteenth and seventeenth centuries Bradley Brook, at that time called Bridley Brook, featured in a long running boundary dispute between Meltham and Lingards. At the heart of the matter was the ownership of the common land and the turbary rights on Deer Hill. Allegations were made that men from Meltham had removed boundary markers, re-sited boundary stones and even altered a watercourse in a fraudulent attempted to justify their claim to the disputed land. In defence, John Kay, owner of the Lingards estate, set out a detailed statement of Lingards' claim citing the testimony of the oldest residents and quoting from documents hundreds of years old. The dispute continued for several decades until in 1741, after arbitration, it was decided that the moor should be divided equally between Meltham and Lingards.

There is, of course, much more to the story than these bare facts and anyone interested will find a full account of this fascinating dispute in 'Slaithwaite Places and Place Names' by Dr. George Redmonds.

As Bradley Brook was part of the boundary it may well have been the very watercourse altered during the dispute. Later it became a run-off channel from Deer Hill reservoir along which water is supplied to the Blackmoorfoot conduit. The supply is controlled by weirs and sluices and any excess is sent away to flow along the original bed of the stream.

HOLT HEAD (41)

At Holt Head, Bradley Brook has cut a deep narrow valley which is crossed by a stone bridge of one arch which, viewed from below, is quite surprisingly massive. Its narrow stone courses suggest age but modern strengthening work makes it difficult to decide whether or not it is contemporary with the turnpike.

Just beyond the bridge some of the buildings on the left were once part of Holt Head dyeworks, established here in 1799. The trade of dying, always a skilful one with its own mysteries, has been practised in and around Huddersfield since medieval times. For example, there is a record in 1340 of a dyehouse at Almondbury and the surname Lister (=dyer) is found in some of the earliest local subsidy rolls.

The dyeworks at Holt Head, built on a prime site at the side of the road to Manchester prospered for fifty years or more. In 1850, the dyer, a John Kenworthy, would be working very much as his predecessors had done using natural or vegetable dyes. However, great changes were in the offing for the production of synthetic dyes from coal tar commenced in 1856 with Perkin's discovery of Mauve. Later that same year Magenta was produced in France by Natanson. This was first manufactured in England, under patent, by Messrs. Simpson, Maude and Nicholson in 1860. The Huddersfield firm of Read Holliday & Co who were very much leaders in the burgeoning chemical industry challenged the patent as being 'bad and void in law'.

During the long drawn out litigation Magenta was often produced secretly by other manufacturers. For example, Daniel Dawson, a Huddersfield dyer, made the dye in his domestic oven and sold it at the Huddersfield Cloth Hall, it was said, for approximately its weight in gold. The case was finally settled in Holliday's favour and the whole dyestuffs industry began to produce Magenta. During the next two decades several other synthetic dyes were produced and new methods of applying them were introduced such as the

hydrosulphite vat which soon became generally known as the 'Holliday vat'. Such new processes had to overcome a good deal of inertia and prejudice among dyers who, preferring their age old ways, resented and resisted change. Whether this unwillingness to learn new tricks had any effect at Holt Head dyeworks is uncertain but it seems to have ceased trading c.1870 and certainly in his later years John Kenworthy became a grocer.

SECTION SIX

WOOD LANE (42)

Just beyond Holt Head we must deviate briefly from the route of the turnpike to follow more modern roads round to the White House. Before making the left turn into Varley Road notice the path curving up the steep hillside ahead.

TURNPIKE ROAD, HOLT HEAD

Now called Wood Lane this rough trackway is a little changed section of the turnpike and despite being overgrown it is as good an example as we

have of the road's original condition. Although the Turnpike Acts generally required the new roads to be thirty to forty feet (9 to 12 M) wide, here, because of the terrain and beeause the road surface is on the natural rock, the turnpike builders were obviously content to keep to the road's original width. N.B. This old section may, of course, be walked.

THE LOST FIFTH MILESTONE (43)

Jefferys shows the milestone marked 5/10 just after the stream at Holt Head and modern measurements suggest that it should be somewhere along the abandoned section. Unfortunately, despite careful searching, we have found no trace of it. Should any of our readers have more success, we would be delighted to hear from them.

VARLEY ROAD (44)

Running directly north from Holt Head, Varley Road was constructed in the nineteenth century and named for the Varley family who had mills in the vicinity. It provided a direct and easy route to Lingards and Slaithwaite from Holt Head and Meltham. Although it was completed by 1850 it was still being called the 'New Line' in the 1881 census.

JIM HILL (45)

After negotiating the right turn into Chain Road, notice Jim Hill on the right where there are indications that at least one of the houses dates back to the early seventeenth century. Jim Hill is typical of the settlement pattern that evolved during the seventeenth and eighteenth centuries in our upland areas. A single homestead would eventually be joined by others until there were three or four houses or more clustered together to share a favourable living site and a common water supply.

The original occupants of such settlements were probably mainly concerned with farming and weaving but by the late nineteenth century the majority of bread-winners were occupied as general labourers or quarrymen.

THE WHITE HOUSE INN (46)

Shortly after Jim Hill stop near the White House and look back across the valley to see the direct route the road takes as it crosses the moor towards

the bridge at Holt Head. Notice also, near to the car-park, the original section of turnpike emerging from the steep hillside. The path running northwards in front of the inn was, until Varley Road was constructed, the way to Slaithwaite from Holt Head.

The White House Inn, now a country restaurant, probably dates from the end of the eighteenth century. An inn rather than a beer house it was originally called the Dyers Arms, presumably because there were two or three dyehouses nearby. In the days when local churches and chapels held an annual Whit-Monday Walk, the inn was the destination of the walkers from Holt Head Sunday School and the place where they held their 'Sing'. In preparation for this event the inn was white-washed every year, a custom that no doubt accounts for its present name.

In addition to its two official names the White House has had at least two unofficial ones. One or two long time Holt Head residents remember their grandparents and possibly their parents, for old nick-names linger, refer to the inn as Alcander's. This was from the time in the 1860s and 70s when Alcander Holroyd was the landlord. Alcander was also a wheelwright and in 1880, when he was sixty, although still living at the inn, it seems that he was concentrating on his trade for at that time his Aunt Anne Holroyd, ten years his senior, is recorded as 'landlady'. During her term, the inn was known as Holroyd's.

CHAIN ROAD (47)

Beyond the White House the old road rises to 950 feet (287 M) near Causeway Foot and then begins its long descent towards Marsden passing a number of small settlements on the way, including Badger Gate, Badger Hey and Chain. Although a section of road from Causeway Foot to Gate Head is today officially designated Meltham Road the whole stretch from the White House to Gate Head is still generally known as the Chain or Chain Road, a name of some interest.

When a new section of turnpike was opened it was obviously in the trustees' best interests to make sure that it, and more particularly its toll gates, were used by travellers. They, on the other hand would continue to use the old sections and thus avoid paying tolls. Such avoidance would be comparatively easy in the open countryside but at the edge of towns, where watch could be kept, the trustees often paid local householders to erect blocking chains on

their property. Further along the road, on the outskirts of Marsden, there is a small settlement now called Chain and it is likely that soon after the new road to Manchester opened, such an obstacle was set up there and that thereafter, the name Chain Road began to be used.

Prior to this the name of this section of the road was undoubtedly Badger Gate i.e. the road used by 'badgers'. Badgers were licenced (badge holders?) corn hawkers, several of whom lived in Marsden and made regular use of the turnpike as a trade route. It seems likely that the verb 'to badger' meaning to repeatedly entreat originates with these itinerant salesmen.

THE BLACKMOORFOOT CONDUIT (48) (P.W.)

About a fifth of a mile past the White House notice the catch-water conduit which comes very close to the left hand side of the road. Starting at Scout Holes above Marsden at an altitude of 1000 feet (303 M) the conduit is constructed along the contours of the hills to Blackmoorfoot Reservoir at 830 feet (251 M), a fall of 170 feet (51 M) in 3.5 miles.

Notice the quality of the stonework in the small bridge over the conduit which is typical of all nineteenth century waterworks construction. Even on the high moors where the bridges are, and always were, used mainly by sheep they are just as solidly built.

If it is possible to park safely it is worth taking a short walk onto the bridge to look at the construction of the drain itself. When viewed from the bridge a curious optical illusion makes the water appear to be running uphill.

Somewhere near to the conduit notice the view to the right over a pleasantly rural part of the Colne Valley. With a little neck craning river, canal and railway can be glimpsed (more easily in winter than in summer) but the road of 1820 is hidden beneath the hillside. Opposite the conduit, Moor Lane and, a little further on, Lingards Lane are two of a number of paths and lanes coming up from Slaithwaite and Marsden to join the old road to Huddersfield and Almondbury.

On the far hillside it is possible to make out a number of steep and circuitous routes. Most of these are local in that they lead to small hillside settlements but one or two push on to Moorside Edge and Outlane and doubtless they provided people living north of the river with alternative routes to Huddersfield.

LINGARDS CROSS (49)

Shortly after the conduit bridge, the first house on the right, near the top of Lingards Lane, is called Lingards Cross. It must have taken its name from a waymark of some kind probably marking the junction of Lingards Lane, or possibly Moor Lane, with the Chain Road. Obviously, on the featureless moor such navigational aids would be of assistance to travellers at all times but especially during the winter snows.

CAUSEWAY FOOT (50)

Near to Lingards Cross and set back from the road is another house with an interesting name, Causeway Foot. The name would seem to indicate the one time presence of a paved way, a causey laid, perhaps, to provide a year-round negotiable surface for packhorses. However, it is difficult to decide where the causey, if there ever was one, was located. The pre-turnpike road springs to mind as a likely candidate but here it is at its highest point before Marsden and it is unlikely that this section of the road was ever thought of as a 'foot'. For similar reasons we must dismiss Lingards Lane and having done so we are left with the steep and narrow grassy path which climbs up the hillside on the left of the road, passing a settlement called Causey Foot Green on the way. Unfortunately nowhere along its length is there anything to suggest that there was a causeway here either and so with such lack of firm evidence we must leave the problem unresolved.

THE SIXTH MILESTONE (51)

The milestone marked 6/9 on Jefferys' map has survived. Although without close inspection it might be mistaken for an old gatepost and in summer it is hidden in the long grass, it is worth seeking out as it is the most interesting of all the milestones between Huddersfield and Marsden in that it had a dual role.

It stands two fifths of a mile past the conduit bridge on the left-hand side of the road almost opposite the entrance to Badger Gate Farm. Notice that as well as the directions to A 9 M, to H 6 M (to Austerlands nine miles to Huddersfield six miles), cut into the stone there are the letter H-R and one or two other abstract incisions. Such inscriptions, their meaning now forgotten, are of a type often found on boundary stones and as this stone certainly stands

on the line of the old Lingards/Meltham boundary, which crosses the road, it seems likely that this was its original function. According to the 1854 O.S. map it was at that time the last of a series of eight stones which defined the line of the boundary straight down the hillside to the road. From the other side of the road the boundary follows the stream in Badger Gate Clough down to the river Colne.

It is impossible now to explain the 're-cycling' of the stone with any certainty but the most obvious solution is that the road makers, having discovered the stone standing conveniently at the six mile mark, made use of it as a milestone in order to save themselves a little time, effort and money.

SECTION SEVEN

BADGER GATE AND BADGER HEY (52)

Just past the milestone notice on the right a small settlement below and at a little distance from the road. This is Badger Gate where one of the cottages is dated 1726. A little further on is the larger settlement of Badger Hey where most of the houses pre-date the turnpike although one, Badger Hey Cottage, is its exact contemporary.

It is likely that the houses in both settlements were built alongside the original line of the old highway and that the section of present-day road between the milestone and Chain is a realignment at a higher level made to avoid the marshy ground near to the cottages. Because of the date of Badger Hey Cottage is it unlikely that this improvement was carried out at the time of turnpiking but it might well date from c.1780 when the turnpike trustees, having obtained a further Act to increase and extend their authority, were taking steps to improve the line of their road.

Just after the last cottage at Badger Hey look out on the left for a path marked by a public footpath sign. The path is one of several on this side of the road leading to old quarries and to the Blackmoorfoot and Deer Hill conduits.

Near to the foot of the sign there is a tall blackened stone with a couple of parallel grooves worn into the side facing the road. Similar grooves found on stones on canal banks have always been caused by ropes and it is possible therefore that there was once some sort of rope pulley here used either to bring down stone from the quarries or to take up building materials to the conduits.

CHAIN (53)

Just after the footpath there is a row of cottages on the right-hand side of the road, once collectively called Chain and, opposite, the site of a single house also called Chain, now demolished. Because of the name it seems likely that it was somewhere here that a blocking chain was stretched across the road to prevent travellers using this route after the new Manchester Road was opened through Marsden in 1839 (see No.55). It is of course impossible to decide now exactly where the chain was anchored although Chain Cottage itself and the demolished house must both be likely candidates.

Notice the floor level of the derelict cottages at Chain, some two feet below the level of the modern road, evidence, surely, that the present road has been raised, at some time, above the original line. Note also that the latter can be seen in front of the cottages where it began its descent towards Badger Hey.

In the late nineteenth century eight families, some forty people in all, lived at Chain. The breadwinners were, with one exception, quarrymen or general labourers occupied in the ganister and sandstone quarries then being worked on the opposite hillside. The exception was John Firth who farmed seven acres and kept a beerhouse in the next but one cottage to the end (nearest Marsden).

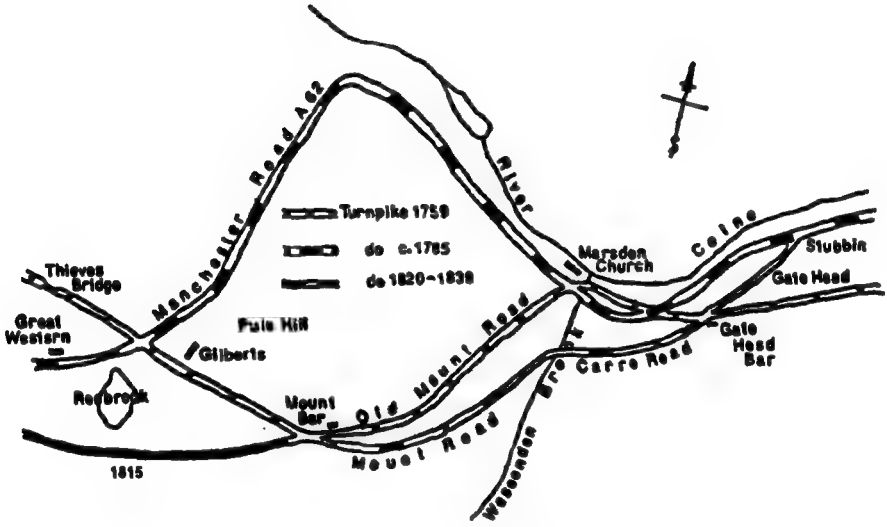
Just beyond Chain where the road begins its descent towards Marsden notice an area of spoil heaps to the left. These are the remains of one of the largest local sandstone quarries, Hey Heads.

A little further down the hill stop near the 30 m.p.h. sign to pick out the line of the turnpike where it leaves Marsden. It can be seen running diagonally across the far hillside above a long row of terrace houses. The challenge this steep section presented to travellers, especially in wet or icy weather, is not difficult to imagine and it is not surprising that this was the first lengthy section to be replaced.

Continuing down the road look out on the right for Gate Head. Although a bar house stood in this area between 1759 and 1820 the name, of course, has nothing to do with toll gates. 'Gate', in fact, derives from the Old Norse 'gata' meaning a way - which is appropriate enough here. Until the turnpike system was introduced into the country in the seventeenth century the word road was little used. Locally, people travelled along gates and lanes and the occurrence of these words in a name can, with caution, be taken to indicate age.

CARRS ROAD (54)

In 1778, the turnpike trustees obtained a new Act for 'altering and enlarging' their powers and sometime thereafter they engaged Blind Jack Metcalf, who had worked on the original turnpike some twenty years previously, to construct a completely new section of road that would bypass Marsden and thus avoid the steep climb out of the town from Throstle Nest to Mount Bar (see No.64).



Turnpike roads through Marsden.

About half a mile after Chain, on the left, Carrs Road was the beginning of this new route which crossed Wessenden Brook by a new bridge, also built by Metcalf, at Ottiwells (see map above). From the brook it turned south to follow an easier gradient around Pule Hill, below the original line, and the two routes were united at Mount Bar.

This project was the first of a series of major route changes made to accommodate an ever increasing volume of wheeled traffic and it marks a new

confidence on the part of the trustees who, for the first twenty years of their trust, had clung to the old route despite its undisputed and oft-criticised difficulties. Later improvements included, of course, the new Manchester Road which was opened between Huddersfield and Marsden c.1820 and which origimally followed the present day Stubbin Road (on the right) and crossed the older turnpike to connect with the Carrs Road route (see map p.99). It is likely that soon after 1820 the Gate Head Bar would be moved to this junction where it could catch traffic using both routes.

SECTION EIGHT

MANCHESTER ROAD (55)

Shortly after the Stubbin Road - Carrs Road junction the old turnpike is crossed by the second stage of the 'new' road to Manchester (the present A.62). As already mentioned, the first section from Huddersfield reached Carrs Road by way of the newly built Stubbin Road. Nineteen years later, engineering and surveying skills had advanced sufficiently to allow the traditional routes across Pule Hill to be discarded and the new section, ignoring Stubbin Road, adopted a new route round the northern side of Pule Hill (see map p.99). From there it crossed the summit plateau by means of an embankment and a cutting. When this section was opened in 1839 it provided a significantly faster route over the hills and the old turnpike, which followed a centuries old route, was finally eclipsed.

After 1839, the Gate Head Bar was moved again, this time to the junction of the present Meltham Road and Manchester Road at Green Bower. Tolls continued to be levied on the new road until 1st. November 1882.

The new routes that bypassed the centre of Marsden did not in any way bring about a decline in the town's growing prosperity. Coaches and carriers continued to call there and, more importantly perhaps, in 1794, several years before work started on the 'new' Manchester Road the Huddersfield Narrow Canal was being pushed through to Marsden and even before the great tunnel through the Pennines was completed the canal was opening up the Colne Valley to industrial development.

Then, less than a decade after the final section of the new road was completed in 1839, the railway came to Marsden and brought with it all the

benefits of fast travel and easy movement of goods. At last people could travel faster than a horse and it is small wonder that roads did not come into their own again until the motor-age.

Of course, the story of Marsden began long before the days of industrial evolution and, although the subject has been much discussed, it might be appropriate here, as we approach the small town, to give just a few glimpses of the area through the ages.

The name Marsden has its origin in the Old English words 'mearsc' - boundary and 'denu' - valley and, with the natural boundary of the Pennines looming over the town, the name is undeniably descriptive of its position.

In 1067 Marsden was part of the honour of Pontefract granted by William the Conqueror to Ilbert de Laci, one of his supporters at the Battle of Hastings. Nearly three hundred years later an Inquisition made during the reign of Edward III describes Marsden as a forest (hunting ground), two and half miles long by two miles wide, reserved for the lord of Pontefract. Within the forest there was one house and a few agricultural buildings.

In the early years of the fifteenth century a chapel-of-ease was built at Marsden with accommodation for a congregation of just over three hundred and we can assume that this number reflects the sparse population of those times.

The Hearth Tax rolls of 1666 reveal that at that time there were eighty-one households in Marsden from which we can assume a population of between three hundred and seven hundred. As a comparison, at the same time Huddersfield had a hundred and forty households and Holmfirth had no fewer than four hundred and thirty seven!

The houses in the mid-seventeenth century would be scattered in small hamlets on the sides of the hills; there would be very little settlement down by the river although a corn mill may have been at work there. Of the houses, sixty one had one hearth, thirteen had two hearths, four had three hearths and one had four hearths. One or two of the houses with more than one hearth would doubtless be beer houses or inns. Only two households were 'omitted by reasons of poverty', an unusually low percentage (1.62%) when compared with Huddersfield, 15% and Holmfirth, 25.4%.

The Hearth Tax also reveals that more than half the population of Marsden at that time shared just five surnames: Haigh (14 families), Marsden

(13), Shaw (13), Firth (7) and Mellor (7), all names still numerous in the Colne Valley today.

John Wesley visited Marsden twice. He came first in 1746 when he spent the night either at the old house called Gate Head (now known as the Manor House) or at the Old Hall in Church Lane. Seven years later he came to preach at a cottage in Badger Gate. Perhaps it was the people of Marsden he had in mind when he wrote in his diary: 'I rode over the mountains to Huddersfield and a wilder people I never saw in all England'.

Entering Marsden, there is evidence in the buildings all around that much of the town's prosperity was based on textiles. Originally a cottage based industry the only processes the householders found difficult to carry out were scouring and fulling and in 1710 a new fulling mill was built at Hey Green, about a mile west of Marsden town centre, after forty-two clothiers had signed a contract promising to use the mill. Probably in earlier years fulling hammers were at work at the corn mill which stood near Snail Horn Bridge.

Of course, the development of the turnpike routes followed by the canal and the railway, to all of which local clothiers and merchants had virtually instant access, ensured Marsden's place in the textile market.

BROUGHAM ROAD (56)

Our route into Marsden follows, as far as is possible, the line of the first turnpike although unfortunately part of it is now lost.

Brougham Road was named in honour of Henry (later Lord) Brougham who, in the early nineteenth century, championed the cause of education for the 'lower orders' and who was a leading figure in the Mechanics' Institute Movement.

Notice on both sides of the road long terraces of houses built in the late nineteenth century to house workers at the nearby mills. There are several such terraces in Marsden.

On the left side, somewhere in the region of the small school, the brothers Enoch and James Taylor set up a smithy in the early 1800s. Here they produced the cropping machines so detested by the Luddites and their sympathisers. Later, the brothers moved to a new site at Ready Carr, on Carrs Road, where they established Marsden Foundry a prosperous business which remained in the hands of the Taylor family throughout the nineteenth century.

BROUGHAM ROAD SCHOOL (57)

Following W.E. Forster's Education Act of 1870 local Boards of Education were set up to provide elementary schools where free education could be offered to children whose parents were unable to pay. Further legislation in 1876 established the principle that all children should receive free elementary education and as a direct result the school in Brougham Road was opened in 1877. Four years later, it became compulsory for all children between the ages of five and ten to attend school.

The advent of compulsory education was not, as we might expect, universally popular. In many local areas there was a fierce determination on the part of a few parents to resist sending their children, especially their daughters, to school. There was, they believed, much more important work to do in and around the home.

THE MECHANICS' INSTITUTE (58)

Many years before compulsory education was introduced in England local Mechanics' Institutions were providing elementary education for young working men and youths. The Marsden Mechanics' Institution was founded in November 1841 when classes were held in a cottage in Carrs Road. Four years later the Society moved to larger premises at Ing Head, near Marsden Foundry. At that time as well as the three R's pupils could attend classes in grammar, drawing, geography, chemistry and botany. The teachers, who included several local businessmen, were unpaid volunteers.

Inevitably, the numbers of students wishing to attend the classes grew rapidly and a public meeting was held in the late 1850s to consider the way forward. A committee was formed and with the enthusiasm and efficiency so typical of the times raised, through public subscription, the necessary funds to construct their own purpose built premises. A suitable site was found near the centre of the town, work commenced and the new Mechanics' Institute, built at a cost of £2,550, opened in 1862.

The opening day with its processions, brass bands, flags and banners, teas and speeches was one of those great self-congratulatory celebrations at which the Victorians excelled.

The building with its columns and capitals and its handsome wooden clock tower still stands on the corner of Peel Street and the aptly named

Brougham Road. After the introduction of education for all the main function of the building changed and, as Marsden Public Hall, it became a venue for important local social, political and business events.

MARKET PLACE (59)

At the end of Brougham Road notice the street named Market Place. During the Luddite years, when it was said that Huddersfield resembled a garrison town, many of the district's inns were commandeered to provide billets for thirty soldiers each. The Red Lion which stood in the Market Place here was one such inn and the troops were mustered and paraded in front of the inn every evening before being marched off to guard the premises thought to be at most risk from attack. These included Woodbottom and Ottiwells Mills and probably the Taylor Brothers' smithy in Brougham Road.

The 1759 route entered the Market Place and then crossed an old stone bridge over the Wessenden Brook. From Brougham Road it is just possible to make out, at the end of Market Place, something of that bridge's successor, a not very attractive iron structure, made at Taylor's Foundry in 1876. From the bridge the turnpike continued along Town Gate to the Marsden staging post at the Old Ram Inn.

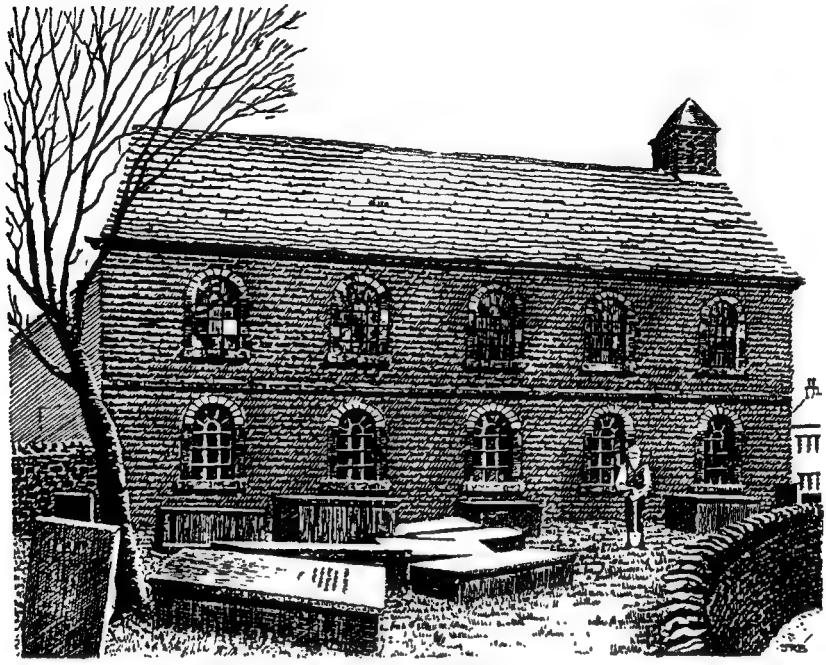
Unfortunately, this part of the route is now blocked by a modern housing estate and to rejoin the turnpike near the site of the Old Ram we must follow Peel Street, cross the poetically named Snail Horn Bridge where the Wessenden Brook and the River Colne meet, turn left into Station Road, left again into Church Lane and continue to its junction with Town Gate.

MARSDEN CHAPEL (60) (P)

Before Town Gate stop somewhere on the left hand side of Church Lane to consider the site of the old chapel and the church that replaced it.

The few gravestones on the left hand side of the road lie in the graveyard of Marsden's old chapel of ease. We have already mentioned the long journey early Marsden inhabitants had to make to their parish churches in Almondbury and Huddersfield and the difficulties they must have encountered along the highways of those times. Eventually in the early years of the fifteenth century a small chapel of ease was built at Marsden for the greater convenience of public worship and local tenants found and paid a minister to hold daily

services there. Attendance at the parish churches was still required however for the great Christian festivals and ceremonies.



MARSDEN CHAPEL 1738-1891

Before 1480 the chapel had fallen into disrepair and the people, finding it difficult to contribute towards their chapel as well as pay their minister, appealed to King Edward IV for help. In a warrant dated 18th May 1481 the King granted the sum of four marks annually for the use of the Minister (one mark = 13s.4d. or 67p). This endowment was renewed during the reign of Queen Elizabeth I when the incumbent was also to have the usual tythes and 'competent and sufficient firebote, ploughbote, gatebote and cartbote' (firebote was the right to remove underwood from the common for fuel and the others the right to remove timber or wood for various agricultural and domestic repairs).

The first minister of whom there is any record at Marsden is Rauf Haygh in 1545 who, with that surname, was probably a local man. In the early years of the eighteenth century the Rev. Isaac Walton of Marsden had a great reputation as a preacher. His sermons were so long that they had to be delivered in instalments and he was, apparently, in great demand at funerals throughout the district.

By 1754, the chapel, by that time more than three hundred years old, was in a perilous state and it was decided to demolish it and build a new one on the same site. Work started at much the same time as the nearby road was being turnpiked and the new chapel opened in 1759. Built in a plain classical style the chapel, which cost £1145, was described as a roofed-in space with a central pulpit, three galleries and square box pews.

So that the dead could have the privilege of being buried within the chureh there was no flooring and it was not long before bodies were being interred only a few inches beneath the surface. When, in 1798, black fever killed some two hundred and fifty people in Marsden there was not enough space in either church or churchyard to receive the dead. To solve what was obviously an urgent problem many loads of soil were brought and spread over the churchyard to accommodate the bodies. Consequently the ground level was raised some three fect (0.9 M) not only by the volume of soil but also, presumably, by the volume of corpses.

By 1850, the churchyard had become so overcrowded and such a danger to public health that urgent action was needed. On the opposite side of the road, the fields behind the Old Ram Inn offered a solution and in 1852 a new graveyard was consecrated there by the Bishop of Ripon. At the same time the old churehyard was closed.

Like Huddersfield, Marsden had (and has) a strong musical tradition and well attended oratorios were regularly performed in the chapel during the first decade of the nineteenth century. When, in the 1830s, it was decided to replace the organ the practice was revived and concerts were held in 1836, 1838 and 1840. The profits, amounting to a total of £69. 5s. 8d. (£69.28p) was invested in the organ fund. At a subsequent meeting it was decided that a new organ be obtained at a cost of £200 and subscriptions amounting to £68.10s. were promised and another concert, held in 1844, raised a further £16.

Some years later, the organ project was dropped in favour of the more

ambitious one of building an entirely new church to seat eight hundred people for which plans were prepared in 1865. Work began on the foundations in 1866 but the project foundered owing to a dispute between the building committee and the contractors.

Thoughts turned once again to providing the old chapel with a new organ. Meanwhile, the organ fund which had been deposited with the Huddersfield Savings Bank had remained so long unheard of that rumours began to spread that the money had been put to other uses. Happily, such uncharitable thoughts and hints of corruption were silenced when, in 1870, on the death of Mr. Fisher is whose name the fund had been invested, the money was produced and transferred to the account of Mr. T. Whitney, minister. In the intervening years the sum had grown to £235.5s.9d. (£235.29p). The new organ built by Messrs J. Conacher of Huddersfield was installed in the chapel in 1874.

THE CHURCH OF ST. BARTHOLOMEW (61)

Marsden Parish Church, dedicated to St. Bartholomew, stands opposite the site of the old chapel on the other side of Church Lane (originally Back Lane). As there is far more to be said about St. Bartholomew's Church than can be included in a work of this kind we must restrict our commentary to just a few of the main events in its hundred year history. Should any of our readers wish to know more they will find an excellent and detailed account in Eileen Pearson's book 'Saint Bartholomew's Church Marsden 1453 - 1980' which is on sale at the church.

In 1888, Marsden in Almondbury and Marsden in Huddersfield combined to become the parish of Marsden. Four years later, the Vicar of Marsden, the Rev. R.W.Buller, describing the old chapel as 'unsightly and insanitary' once more set in motion plans for building a new church. On Saturday, 31st March 1894 a procession headed by four brass bands wound its way through the town to the chosen site for the stone-laying ceremony. This was followed, of course, by tea, speeches and a concert. The nave and aisles of the new church, built by James Whitehead of Oldham, were consecrated in October 1895. Three years later work began on the chancel and the Lady Chapel, which were completed and consecrated in 1899.

Work on the massive tower began ten years later and when it was

completed Bishop Eden in a letter (quoted by Eileen Pearson) compliments the Vicar on the completion of the church and the dogged perserverence of Marsden churchmen and adds 'The tower is a great addition to the valley and it seems to claim Yorkshire for Christ as you emerge from the (Standedge) tunnel!'.

On 31st March 1923, exactly twenty nine years after the memorial stone was laid, a new peal of bells was dedicated by the Ven. Archdeacon E.C.M.Harvey of Huddersfield. The whole peal was fitted in what was described at the time as 'Messrs. John Taylor and Co's (Loughboro') newest iron bell frame.' The bells were rung in festival on 21st April 1923 from early afternoon to nine o'clock p.m. by twenty four teams visiting from other churches. The new bells cost £1,634 which sum was raised by the local community.

Inside, much has been given to the church over the years and there is a great deal to see and admire: a lofty ceiling, wonderful stained glass, pitch pine pews which fortunately have not been removed, a magnificent chancel arch, a rood beam with its three customary figures, an oak reredos and oak alter rails, a good deal of intricate carving, many memorials to local people and so much more. It is with good reason that St. Bartholomew's is known locally as the Cathedral of the Colne Valley.

It is a sad reflection on our times that the church has now to be kept locked as a defence against thieves and vandals. However, Mrs. Renee Brice (tel. 01484 847099) has kindly expressed her willingness to show (by appointment) the church to any of our readers who might be interested.

CHURCH LANE (62) (P.W.)

As parking is usually easy in Church Lane, readers might like to take the opportunity of inspecting at least the exterior of the church and also its extensive graveyard which is, like all graveyards, full of interest. The handsome lych gate at the corner of Church Lane and Clough Lea which was constructed in 1928 on the site of the old church school was the gift of Mr. & Mrs. J.E. Crowther of Marsden. The school was demolished in that year along with a good deal of other property to make way for the widening of Church Lane. Beyond the lych gate, along Clough Lea, look out for a pretty little hump back bridge. This happy survival is called Mellor Bridge and its design is

probably typical of most of Marsden's early bridges.

Whilst in Church Lane notice, on the left, the area of the old chapel and its graveyard which was laid out as a recreation area in the 1960s. If time allows, follow the gravestone path to inspect the outline of the chapel which has been marked out in stone and then continue down the grassy bank into Town Gate and turn left behind the modern houses to see Taylor's iron bridge over the Wessenden Brook. Returning to Church Lane along Town Gate, notice on the right the village stocks, last used in 1821, and the level of the old graveyard, three feet (0.9 M) above the level of the road.

Town Gate was the route the old turnpike followed through Marsden to the halt at the Old Ram Inn. Not surprisingly, the inn was more familiarly known as Th' owd Tup and its largest public room, t' Tup Chaumber was regularly used by the Foresters for meetings and social gatherings. The Old Ram lasted until 26th December 1925 when it was closed and subsequently demolished to make way for an extension to the churchyard. It is difficult now to pinpoint the inn's exact position but an inspection of the lie of the land in the corner of the modern churchyard bounded by Church Lane and Town Gate and the extent of the gravestones which post date 1925 will help determine its approximate location.

Adjoining the Old Ram and demolished at the same time was an important house called the Old Hall. A report of the demolition, printed in 1926, has it that when John Wesley visited Marsden in 1746 he slept at the Old Hall and certainly its site, near to the centre of Marsden, makes it a more likely candidate for the honour than the outlying Old Manor House favoured by modern writers.

Walking back along Church Lane from Town Gate notice, within the confines of the old graveyard, a large tombstone which has been preserved (although not in its original position) because of its historical associations.

ENOCH TAYLOR (63)

The tombstone commemorates Enoch Taylor who, with his brother James, operated a small smithy in Brougham Road in the early years of the nineteenth century. There they began making cropping frames to supply to local mill owners. There is something of a mystery regarding the feelings of the Luddites towards Enoch Taylor. Most historians make no reference to any

threats against or even feelings of animosity towards Taylor and some even go so far as to say that perhaps he escaped the Luddites' anger because he might have been a free-thinker and even a Jacobin. However, threats are never as well documented as violent action and this idea of Taylor's immunity must be suspect as it would surely occur to the Luddite leaders that an attack on the machine maker, whatever his politics, would go a long way towards solving their problems.

Certainly it was animosity rather than respect that led the Luddites to call their destructive hammers, 'Enochs' and to use the battle cry 'Enoch made 'em and Enoch shall break 'em.' A local author, Charles Hobkirk, writing in 1868, so much nearer than most to those turbulent times, gives a very different account of Taylor's standing with the Luddites. In his book 'Huddersfield its History and Local History' he quotes a contemporary of the Luddites who told him: 'Mr. Enoch Taylor was the man whose life they most wished for .... the most vindictive feelings were entertained by the Luddites towards himself and his brother. During that fearful winter (1811-1812) Mr. Taylor's life was in constant jeopardy and he was assailed by the most malignant threats.' Hobkirk goes on to say that Taylor frequently accompanied William Horsfall on the way home from Huddersfield Market. On the day of the murder, however, he was detained but afterwards, '.. it was whispered to the Taylors that the chief victim was to have been the eldest brother.' It seems that some of this ill-feeling followed Taylor to the grave for when he died in 1837 - twenty five years after the Luddite troubles - a local preacher declared that he was in hell, making castings for the devil.

SECTION NINE

THROSTLE NEST (64)

Leaving Church Lane behind, the old turnpike (and our route) turns right into the upper end of Town Gate where, at the top, it is once again crossed by the 'new' Manchester Road. Now called Old Mount Road it leaves Marsden by way of Throstle Nest and climbs some four hundred and fifty feet (136 M) to Mount Bar in just over a mile. It was to avoid this steep gradient that the Carrs Road route was constructed circa 1780.

In the late eighteenth century there was, in Marsden, a group of children

known as the Throstle Foundlers. They were foundlings brought from the foundling hospital in London, to work at the local cotton mill. They lived together at Throstle Nest in a large, cold, sparsely furnished building and in return for their unremitting and arduous labour their employer provided them with old clothes and fed them a subsistence diet consisting mainly of oatmeal porridge. They received no wages and when the mill closed in 1805 they at once became paupers. As such they were resented by many who saw no reason to pity the destitute who were a constant charge on the poor rate.

It is unlikely that the pleasant cluster of houses at the bottom of Old Mount Road was the scene of so much misery. Maps of only a hundred years ago show that at that time the only Throstle Nest in Marsden was about a hundred and fifty yards (136 M) away in Fall Lane, near to the arch of the road bridge. It may well be that when the buildings in that area were demolished the name was transferred to its present location in a deliberate attempt to preserve it.

OLD MOUNT ROAD (65)

Just past Throstle Nest, notice over on the left the massive premises of Bank Bottom Mills and, climbing the hillside behind, the rows of terrace houses built to accommodate the mill workers. Somewhere in the area of Bank Bottom Mills is the site of William Horsfall's much smaller Ottiwells Mill.

Where the road levels out notice, again on the left, the embankment of the Butterley Reservoir, the last of four reservoirs to be built in the Wessenden Valley. It was completed on 11th June 1906 after a set-back when the half-full reservoir began to leak. Puddle clay for this reservoir was brought from Greenfield to Marsden by main-line railway and then conveyed to the site by a specially constructed rail track, the retaining wall of which still survives behind a private garden in Mount Road.

The Wessenden Valley which can be seen stretching away beyond Butterley was, with its four picturesque reservoirs, once a popular walk for people living in the Huddersfield district. A tram or bus ride to Marsden, a picnic lunch and a satisfying seven mile tramp through the valley to Meltham was regarded as a great day out in less sophisticated times. Now, as often as not, the Wessenden Valley is left alone to the sheep and the birds.

On the hills above the reservoir the straight line of the Deerhill

catchwater conduit can be made out.

About half a mile beyond Throstle Nest, Gate House on the right stands at the entrance to a track leading uphill to a late seventeenth century cottage called Clark Hill. Beyond Clark Hill the track continues to High Gate which was built in 1611 and is one of the oldest surviving houses in Marsden (unfortunately it is not visible from the road).

It was at High Gate, now known as the Manor House, that John Wesley is believed to have stayed when he visited Marsden in 1746 although, as we have already mentioned, that honour might well have belonged to the Old Hall in Church Lane.

W.B. Crump and others have suggested that there was a route even older than Old Mount Road - a packhorse way perhaps - higher up the hillside and old maps certainly show a distinct track between Throstle Nest and Mount which passes the Manor House. Although it is possible that this was in part a cart road leading to the quarries on Pule Hill the old name of the Manor House, High Gate - literally high way adds weight to the theory that the track was once a well used thoroughfare, older by far than the quarries.*

A little further on, another old cottage, Green Top, built in 1671, sits comfortably in the old landscape. In her book 'Marsden through the Ages', Eileen Pearson tells of Mary Firth, a resident at Green Top who lived on alms begged from travellers whose practice it was to rest their horses in this area after the long climb out of Marsden. She must have made a reasonable living for when she died in 1784 Mary Firth was a hundred and eleven years old!

Just beyond Green Top notice over on the left a sports complex, unusually large for such a hilly area. It was laid out on some seventy acres of land in the mid 1920s at the suggestion of Mr. John Edward Crowther. As well as the golf course which naturally makes use of the hilly terrain there are football and cricket fields, a bowling green and tennis courts all of which, of course, require level ground. Incidentally, in June the rhododendrons growing around the golf course are a rewarding sight.

The road dissecting the golf course is Mount Road, a continuation of the Carrs Road route built to replace the steep and narrow older road in the 1780s when the use of wheeled traffic was increasing in our area. But even on the new road the gradient must have proved difficult for the new mail and stage coaches to negotiate as, to spare the horses, it was customary for all the outside

* See Appendix No.2 pg.120

passengers and some of those inside to alight and walk up the hill.

The next house on the right, called Bowser, seems to have been built as two dwellings each with its own weaving chamber, one with seven lights and the other with eight. The houses were possibly built in the mid eighteenth century although the small barn door on the left appears to be earlier and could have been re-used.

Three tenths of a mile after Bowser look out on the right for a large stone gatepost behind which are the ruins of Old Mount which was a bar house and possibly an inn on the old turnpike. Later, when the new Mount Road opened a new toll bar was built near the junction.

Opposite Old Mount notice a path leading down the hillside. This once connected Old Mount with the Old Moorcock Inn in Mount Road of which only the levelled site and a few stones remain. The Old Moorcock, which was fairly new in 1812, is said to have been the haunt of the Luddites, where many of their sympathisers were sworn-in. This ceremony involving the swearing of many bloodthirsty oaths was called 'twisting-in' by the Luddites.

Soon after Old Mount the old turnpike and its replacement, Mount Road, meet. Today there is no trace of the new Mount Bar which was situated in the middle of the junction where it could catch traffic using either route.

Before joining Mount Road it is worth a short pause to take in the majestic moorland scene.

MOUNT ROAD (66)

After Mount Road was completed up to the junction at Mount Bar few if any route adjustments were made to the road on this side of the Pennines for two decades. But eventually, the demands of the increasingly speedy mail coaches led to the building of a new, level, two mile stretch to take the place of the difficult section between Mount Bar and Standedge Foot. This new road which took a less direct route across the moor started just beyond Mount Bar, passed to the south of Warcock Hill and Red Brook Reservoir and rejoined the older route near Standedge Foot.

Ironically, unlike the older route which, as far as Gilberts Farm, is still in use, this new section, completed circa 1815, probably fell into disuse soon after the 1839 Manchester Road was opened. It can however still be seen.

Once in Mount Road look out on the left beyond a deep ditch for a

footpath marker sign placed on top of an embankment running diagonally away from Mount Road. This is the 1815 section and it may still be walked although the ditch must first be negotiated. Although it has been said that the ditch was dug to prevent toll dodgers using this section after Gilberts Bar was set up in 1839 this seems unlikely as the ditch must surely be natural. Obviously during the life of the road there had to be a connection with Mount Road. On the far side of the ditch notice the remains of a wall constructed of large stones which could just possibly be all that is left of an abutment that once supported a bridge. Certainly a timber bridge would be an easy way of spanning the ravine and its removal after 1839 would leave few traces. As additional evidence there was in the mid nineteenth century a structure nearby called Old Bridge House although the presence of the bridge mentioned below prevents certain identification.

If a bridge did not exist then the link must have been made by filling in the ditch and the link broken by removing the filling at the appropriate time.

Just after the junction, the road crosses an area called Slades which is a dialect word for a marshy hollow surrounded by rising ground. In this area, which is easily recognisable from that description, the pre-turnpike road probably crossed the marsh at a much lower level than the present road. The line of the original road and the low bridge that carried it across a stream can be seen from the road and inspected by anyone prepared to scramble down the bank on the left hand side.

Blind Jack Metcalf who constructed some twenty one miles of the 1759 turnpike achieved one of his greatest successes on the mosses in the Pule Hill area. Despite his disability he was an extremely competent engineer who was able to recognise and solve the different problems presented by difficult terrain.

The turnpike trustees had assumed that Metcalf, in the marshy Slades area, would excavate through the peat to bedrock and then backfill the trench with hardcore, well consolidated to provide a solid foundation for the road. However, such a process would have been lengthy and Metcalf, conscious of the cost involved, suggested another method which he had previously used with complete success on the Harrogate to Knaresborough turnpike. Despite their doubts the trustees gave their approval once they had been assured that if Metcalf's scheme did not work he would, at his own expense, revert to

theirs.

Metcalf immediately dispatched some fifteen percent of his work-force to gather heather of which there is a plentiful supply in the area. This was tied into bundles of a manageable size. Meanwhile, a strip forty feet (12 M) wide was cleared of vegetation and a shallow trench some thirty feet (9 M) wide was dug to a depth of only twelve inches (0.3 M) the bottom of which was cambered for drainage. The bundles of heather were arranged in the trench in two overlapping layers and finally, stones, decreasing in size to a surface layer of gravel, were laid on top of the heather.

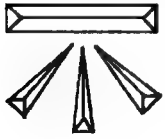
In the narrative of his life Metcalf remembers that whilst all this was going on, 'Numbers of clothiers usually going that way were not sparing in their censure'. However, he had the last laugh as the road he floated on a raft of heather needed no repairs for twelve years.

Soon after Slades look out on the right for a stone standing a few feet away from the road. It is tempting to think that this is one of the milestones marked by Jefferys on his map but unfortunately it is in the wrong position.

The last milestone we encountered was 6/9 at Badger Gate. The next two, which we have been unable to trace, are shown by Jefferys, 7/8 in Marsden and 8/7 at Old Mount. The next one, 9/6, then should be a mile or so from Old Mount, some distance beyond Gilberts Farm which is where Jefferys marks it.

Of course, it could be that this stone has been removed from its original position and set up here for some reason but, apart from an O.S. bench mark (and a possible E H in certain lights) it is impossible to make out any inscription that might confirm such an identity.

The 1894 O.S. map records the height of the bench mark here as 1175.5 ft. above mean sea level. Bench marks were cut into milestones, gateposts, field walls and other permanent structures to assist surveyors in calculating altitude. Long before the computer age, the instrument used was an angle iron which was positioned on the horizontal part of the mark to provide a support or 'bench' for the levelling stick. The lower part of the mark was adapted from the broad arrowhead used to mark crown property since medieval times. On modern maps, spot heights, given in metres, have replaced the old B.M. heights.



SECTION 10

PULE HILL (67)

Behind the stone, Pule Hill rises another two hundred and fifty feet (75 M) to fourteen hundred and forty three feet (437 M) above sea level at its highest point.

From earliest times there have been periods of human activity on or near Pule Hill. A Bronze Age burial site (c.1500 B.C.) containing vessels with cremated human remains was found on the summit in 1896. In the 1980s, just below the summit on the southern face, members of the Huddersfield Archeological Society found part of the Roman road which connected the forts at Castleshaw and Slack as well as a medieval route on much the same line.

In the eighteenth century the first turnpike road in the district was constructed round Pule's south flank and a canal tunnel, the highest and longest in the country, was bored beneath the hill from Marsden to Diggle. This was joined in the nineteenth century by three railway tunnels, the first of which was completed soon after the opening of the 1839 Manchester Road which followed a new course round the north and west of the hill. Throughout the last century quarries were worked on the hill to gain the prized millstone grit building stone for these and other projects.

As might be expected, the remains of these later activities are still to be seen on Pule, mainly on the west side of the summit (A62 side), in the shape of spoil heaps, shafts, an engine house and a very obvious inclined plane leading down from the quarry at Pule Edge to the road. The oldest quarries are on the east side of the summit and they could well have been opened up to provide stone for Mount Road and perhaps even for the 1759 turnpike.

GILBERTS AND BEYOND (68) (P)

Just past the stone a small area of rough ground provides a convenient stopping place to take in the view ahead.

The range of buildings to the front right is Gilberts Intake, a farmstead built in 1769 soon after the turnpike was completed. Later, towards the end of the eighteenth century a terrace of nine cottages was built at right angles to the farm to provide accommodation for canal workers. Only one of these, the

building on the extreme right, now remains; the others were demolished before 1890.

When the Manchester Road was opened in 1839 a toll bar was set up at Gilberts near the junction of the old and new roads. Tolls continued to be collected until 1st November 1882 when the road was freed. The last toll collector at Gilberts Bar was James Pogson.

Running across the scene behind Gilberts, Manchester Road cuts across the line of the earlier turnpike which it destroyed and replaced. The tremendous amount of work necessary to keep the road to a manageable gradient is obvious in the embankment carrying it over the small valley ahead and the enormous cutting, nearly half a mile long, to the left. Looking straight ahead to the moorland beyond Manchester Road notice that the line of the 1759 turnpike can be clearly made out even though more than a hundred and fifty years have gone by since it was abandoned. Just out of view it drops down to the lonely Thieves Bridge from where it continues in a south westerly direction over the high summit plateau to Standedge Foot and then, as a modern road again, on through Bleak Hey Nook, Delph, Thurston Clough and Doctor Lane Head to the Yorkshire Lancashire border at Austerlands.

Two buildings on the hillside beyond Manchester Road are of interest. To the left is the Great Western public house named after Brunel's 'Great Western' which, in 1838, was one of the first two steam ships to cross the Atlantic.

To the right, the plain square building is the Red Brook engine house built in 1803 to house an engine for raising excavated spoil from the canal tunnel. The building enclosed two shafts, each 490 ft. (148 M) deep, one of which reaches the canal tunnel. The other is offset and may have been an expensive mistake. An upsurge of interest in industrial archeology has recently led to measures being taken to preserve the engine house but for many years it received little if any attention and it is remarkable, considering its exposed position, that it has survived more or less intact (apart from its roof) for over a hundred and ninety years.

In 1890, a new shaft was sunk a little way to the south west of the engine house whereby spoil was removed from the double track railway tunnel then under construction. The enormous spoil heaps in front of the engine house are a result of these diggings.

THE OLD TURNPIKE - A FINAL VIEW (69)

For a closer look at the abandoned stretch of the turnpike stop on the rough ground just past Gilberts. Unlike the present road which swings right to its junction with the A62, the original route went straight forward and its line, where it drops down into the small valley ahead, can still be seen. The section crossing the valley was, of course, destroyed when Manchester Road was constructed and the moorland section beyond would fall into disuse soon afterwards.

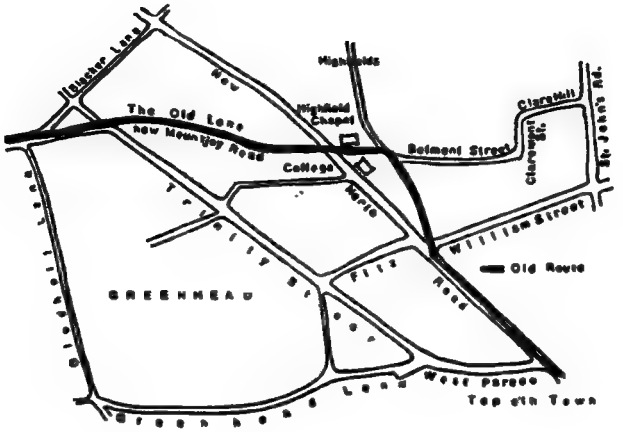
It is at this point that we end our second tour. Of course, if time and energy allow, an exploration of the abandoned section is of great interest although it must, of necessity, be undertaken on foot. Up to Thieves Bridge the route is easily followed; beyond it is less clearly defined but it can still be traced most of the way to Standedge. The name Standedge, originally stone edge, is self explanatory and when standing on the old road it is easy to see how this rocky outcrop dominates the landscape. Beyond the summit the route is briefly lost in the quarries which were opened up after the road was abandoned but it can be picked up again as it descends towards Standedge Foot on a slight embankment.

Readers returning to Huddersfield might like to take the A62 to compare it with the older road and to reflect that the land that it passes through was, at the time of its construction, virtually empty.

THIEVES CLOUGH BRIDGE

APPENDIX No.1

The pre-turnpike route from Huddersfield to Marsh.



The shaded line on the map above shows the route of the old highway from Huddersfield to Marsh. Shortly after the New Hey turnpike was constructed (c.1805) on a more direct line the older route fell into comparative disuse and a long stretch of it was significantly called Old Lane. Later, towards the end of the last century Old Lane was developed and renamed Mountjoy Road. Unfortunately, the modern ring road has destroyed the first section of the old highway but the Highfield area may be reached by way of St. John's Road, Clare Hill and Belmont Street and from there the route may be followed to the present day Gledholt roundabout where old highway and later turnpike joined.

APPENDIX No.2

High Gate

On page 112 we mention the existence of an old way, possibly called High Gate, which runs up the hillside between Throstle Nest and Mount at a higher level than Old Mount Road. For any of our readers who enjoy moorland walking and who might like to explore for themselves the possibility of this ancient highway, we include here convenient directions for reaching it.

Park near to the Gate House in Old Mount Road and follow the nearby lane up the hillside to an old house, Clark Hill, dated 1674. Continue along the lane towards the Manor House where there are extensive views over Marsden and the Colne Valley. Immediately before the Manor House turn left and go through a small iron gate then turn left again passing a small trough on the left. From this point a section of High Gate may be seen as a sunken way climbing steeply up the hillside. After a difficult quarter of a mile the old route veers left to join a level roadway which once provided access to the nearby quarries. As several paths connect this quarry road with the old settlements in Old Mount Road it is possible that it follows the original line of High Gate. The road continues along to Mount Bar where it is marked as a footpath by the National Trust.

BIBLIOGRAPHY AND SOURCES

Most of the books and documents listed below are available for consultation at the local studies department of the Huddersfield Central Library where the unfailingly cheerful and courteous staff are always delighted to do their utmost to help with genuine inquiries.

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WALKS AROUND HUDDERSFIELD	G.S. PHILIPS	1848
HUDDERSFIELD, ITS HISTORY AND NATURAL HISTORY	CHARLES HOBKIRK	1868
THE HISTORY OF HUDDERSFIELD & ITS VICINITY	D.F.E. SYKES	1898
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THE STORY OF HUDDERSFIELD	ROY BROOK	1968
OLD HUDDERSFIELD 1500-1800	G. REDMONDS	1981
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Books dealing with specific areas:

HISTORY OF LOCKWOOD & NORTH CROSLAND	BRIAN CLARK	1980
A PASSAGE THROUGH TIME	BERNARD BARNES	1981
MARSDEN THROUGH THE AGES	E. IRENE PEARSON	1984
STANDEDGE GUIDE	GRAHAM KEEVILL	1986
A LIVING INHERITANCE	E. SHACKLETON	1988
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HUDDERSFIELD HIGHWAYS DOWN THE AGES	W.B. CRUMP	1949
STUDIES IN LOCAL TOPOGRAPHY	P. AHIER	1954
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Documents and maps:

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HUDDERSFIELD MAPS, A COLLECTION 1634-1844
ALMONDBURY & HUDDERSFIELD MAPS - A COLLECTION 1634-1860
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QUARTER SESSIONS RECORDS (18th CENTURY)
SURVEYS OF HUDDERSFIELD 1716-1778
CENSUS RETURNS 1841-1891
ORDNANCE SURVEY MAPS FROM 1854

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DISCOVERING

OLD HUDDERSFIELD

PART THREE

Gordon and Enid Minter

Front cover:- The Shelter, Ravensknowle Park
Back cover:- Coal Truck, Alder Street

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DISCOVERING OLD HUDDERSFIELD

PART THREE

By

Gordon and Enid Minter

Illustrations by
J.R. Beswick

1998

This book is dedicated to
Mrs. E. Beswick and the late Mr. J. Beswick
and
the late Mrs. M.E. and Mr. A.J. Minter
our parents
who taught us to be curious
about our surroundings.

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'....though no ruins of a once stately abbey or imposing castle be at our door and though we have few historic mansions there is much of genuine interest in our neighbourhood ...'

Taylor Dyson, 1951

INTRODUCTION

Although the format of part three of 'Discovering Old Huddersfield' is similar to parts one and two it differs in three respects: a) it includes a number of optional walks and short drives to see places of interest near to but not on the route; b) some subjects are dealt with in much greater depth than in either of the previous books; c) because of a) and b) there is space for only one tour.

As in parts one and two we have given the directions for the whole route before the commentary and each feature discussed has been given a reference number which appears in the appropriate place in the directions to help locate it. Directions for the options (which are not numbered) will be found in italics within the text, marked O.W. (optional walk) and O.D. (optional drive).

Because the roads covered on the tour are often extremely busy we decided against dividing the route into sections as before. Rather we felt we should leave it to you, the reader, to decide if, when and where you want to stop to explore parts of the route on foot. (Wherever you leave your car always make sure it is secure).

Occasionally on this tour we meet the routes of earlier tours and where we come upon features already described, rather than repeat ourselves, we refer you to the appropriate places in parts one and two. Thus D.O.H.1.ii.No.16 refers to 'Discovering Old Huddersfield' part one, tour two, number 16.

In the earlier books we commented that any guide book is likely to be out of date by the time it is published. Indeed, so speedily does the environment change that several buildings we passed when we started writing this book had been demolished and their sites obliterated by the time we finished. We have not, therefore, confined our commentary to existing features. If a once important house or school or hospital no longer exists we identify its site and tell its story there. For example, in Great Northern Street a trading estate has recently been built on the site of the old tram depot, fairground, cattle market and abattoir. Because the new buildings front onto Leeds Road, Great Northern Street has lost its former importance and to perpetuate its memory we describe it as it was in some detail and provide a small plan to make clear the various locations.

In putting this tour together our main aim was to include two branch roads marked by John Ogilby on his map of 1675 and mentioned by us in 'Discovering Old Huddersfield' part one, tour one. In so doing we discovered a route which, although it does not cover the most beautiful parts of the district, is, nevertheless, full of interest and which we hope will appeal to those people who, like us, have some curiosity about the history of the district.

Thanks are due, once again, to Mike and Cynthia Beaumont of Barden Print to Sue Cottrill and Alison Hughes and to Richard Beswick for another series of admirable line drawings. Thanks also to Mary Ellis for information on George Thomson.

INDUSTRIES AND INSTITUTIONS

Three years ago, when we put together tour number one (The Old London Road) in part one of 'Discovering Old Huddersfield', we mentioned two branch roads, indicated by Ogilby on his 1675 map, one leading to Rastrick, the other to Colne Bridge. This tour follows both these routes and in so doing passes several schools and hospitals (or their sites) and one or two industrial complexes - hence the title. Of course, as with all our tours much more is included than is suggested by the title and this one looks at old lanes, canals, railways and their relics, old houses and sites of fairs and markets. All these and many other historical features may be seen by travelling just ten eventful miles to the north and north east of the town.

As the tour is circular it may, of course, be joined anywhere along its route that is convenient to you. We chose to start near to the town in Northgate at the bottom of Kirkgate.

DIRECTIONS

The tour starts at the bottom of Kirkgate, in Northgate (1). Take the middle lane through the traffic lights at the bottom of Northumberland Street and then the right hand lane (2,3,4) to turn right at the next set of lights into Fitzwilliam Street (5,6). Take the second left into Great Northern Street, s.p. Ray Street Enterprise Centre (7,8,9,10,11,12). After a quarter of a mile at the end of Great Northern Street, turn left into Hillhouse Lane (13) go under the railway and immediately turn right into Alder Street (14). In approximately one fifth of a mile turn left into Whitestone Lane (15) and continue to its junction with Bradford Road (16). This is one mile from the starting point.

Turn left into Bradford Road and take the right lane to turn right at the traffic lights up the hill into Halifax Old Road (17,18, 0. W.). In a quarter of a mile turn right into Wasp Nest Road (19,20) and at the end of the road turn right into Spaines Road (21, O.D., 22) to the lights at Fartown Bar (23,24,25). Go straight ahead at the lights into Fartown Green Road (26,27) and follow this for three tenths of a mile to the bottom of Woodhouse Hill (28). This is one mile from Whitestone Lane.

Continue ahead up Woodhouse Hill (29,30) past Christ Church on the right (31,0.D.,32) to Wiggan Lane on the left. Turn left (33) drive to the bottom of Wiggan Lane (0. W.) and then return to Sheepridge Road and turn left. Follow this for half a mile to the top of Whitacre Street on the right (34). This is one mile from the bottom of Woodhouse Hill.

Turn right into Whitacre Street and follow this to the junction with Leeds Road (0. D. W). Turn left into Leeds Road (35,36) and in about half a mile veer left into Oak Road, s.p. Colne Bridge and Kirkheaton B6118 (37). This is one mile from the top of Whitacre Street.

At the end of Oak Road turn right into Bradley Road and at the traffic lights (38) go straight across Leeds Road into Colne Bridge Road (39, 0. W.). After crossing the railway, canal and river bridges (40) turn right, s.p. Dalton, into Dalton Bank Road (41) passing the Royal & Ancient Public House on the left (42). Continue along this (43,44,45,46,47,48,49) to the bottom of Jagger Lane where Dalton Bank Road becomes Nettleton Road (50). This is two miles from Oak Road.

Follow Nettleton Road (51) as it veers to the right towards the Black Horse public house. Just before the Black Horse the name of the road changes to Briggate (52). At the junction with Long Lane turn right and then immediately left into Dalton Green Lane (53,54,55) and follow this to the traffic lights at Wakefield Road. This is one mile from the bottom of Jagger Lane.

Go straight across Wakefield Road at the lights into Greenhead Lane (56). Follow this to the junction with Forest Road where the name changes to Bank End Lane. Follow Bank End Lane (57) up the steep hill to the junction with Almondbury Bank (58). Turn right for about five hundred yards (455M) and turn right into Forest Road (59). This is one mile from the end of Dalton Green Lane.

Follow Forest Road to rejoin Greenhead Lane turning left to the traffic lights at Wakefield Road (60,61). Turn left at the lights and continue along Wakefield Road to the main entrance of Ravensknowle Park on the left (62). This is one mile from the beginning of Forest Road.

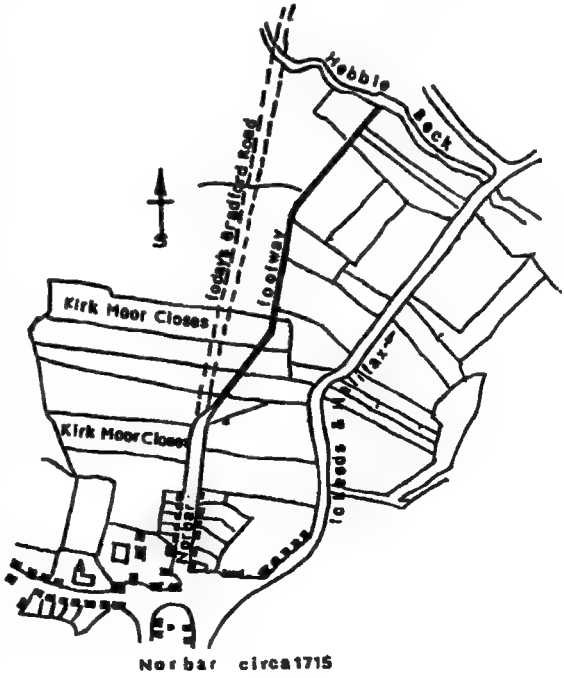
Continue along Wakefield Road through Moldgreen (63,64,65) and Aspley (66,67) to return to the starting point of the tour. This is one point two miles from the gates at Ravensknowle Park.

NORTHGATE (1)

Until 1777, when it became part of a new turnpike road to Halifax, Northgate, then called Norbar, was a narrow lane running towards the fields to the north of the small town of Huddersfield. In 1716, when the first map of Huddersfield was produced, there were six cottages on each side of Norbar, those on the west side (left) having their own garths (gardens). The Rental of the same year reveals that several of the cottages had been recently built and that they ranged in size and quality from James Haywood's 'small new cott' to Mrs. Cooper's 'cott and garth with a good barn in the farm.' The average annual rent for these desirable properties was £1.10.0. However, Widow Fletcher who occupied 'a very poor cott' in Norbar paid only five shillings. Although a good deal of building and rebuilding has gone on on both sides of Northgate since 1716 it seems likely that the present premises on the left hand side, between Beastmarket and St. Peter's Street, preserve the building line of the eighteenth century cottages and, if this is so, then the present unlovely Tomlinson's Yard must overlie one or two of the long forgotten, once productive gardens.

About 180 yards (164M) beyond the cottages in Norbar, in the region of the present day (Fletchers) car showrooms, the lane narrowed down to become a footpath which ran north east across the fields to the Hebble Beck (see map).

Although it is possible that the path crossed the beck to join Hillhouse Lane, once the main highway to the north, it is unlikely that it was ever a main route for inter-town traffic. The long, narrow



closes on either side of the path had probably been enclosed from one of Huddersfield's medieval open fields (called Kirkmoor) and the most likely explanation of the footpath is that it provided access to Kirkmoor during the time when it was farmed in strips (see map p.3).

When the new turnpike road to Halifax was constructed in the 1770s its builders followed the line of the residential part of Norbar and then struck a new route northwards to join the highway to the north at Hillhouse (see D.O.H.1.i.No.16). Shortly afterwards the old name, Norbar, was dropped in favour of North Street or Northgate. The new road, naturally, eclipsed the old footway but it remained in use for the next hundred years or more and it can be traced on several local maps up to and including the 1854 O.S. map.

As the town began to expand northwards in the second half of the nineteenth century most of the old Kirkmoor closes were sold off to developers and several new streets made their appearance on both sides of Northgate. As a result, a part of the old footway was built over and thus obliterated although, as we shall see, a section of its line, near to the Hebble Beck, was preserved.

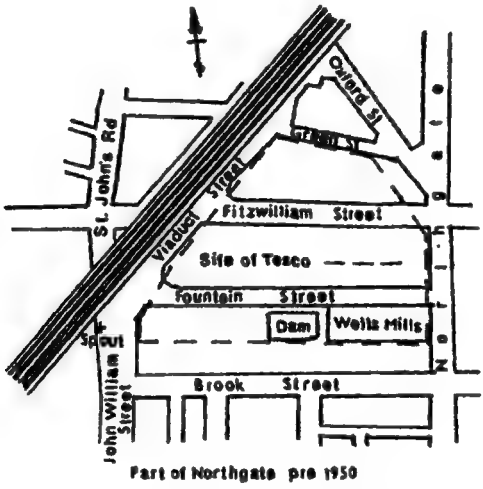
Further massive changes occurred in the 1960s when Northgate became part of the ring road. At that time several of the Victorian streets were either realigned, truncated or demolished and most of the old buildings on the east side of Northgate were swept away to make way for the present day sports hall, business premises and high rise buildings.

Looking at this busy area today it is difficult to imagine the vast open field it once was where the inhabitants of the small town came along a quiet lane with their ploughs and oxen to prepare their strips and to sow and eventually reap their harvests of oats, barley, peas and beans.

WELLS MILL (2)

A look at our map (p.5) will reveal the site of Wells Mill, one of the town's early woollen mills, which stood on the corner of Northgate and the now defunct Fountain Street. Built during the early years of the nineteenth century, Wells Mill was occupied by Henry Brook & Sons whose operatives in 1832, at a time when Trade Union organisations were finding their feet, successfully came out on strike for an increase in their wages. In the 1860s the premises were let on a room and power basis - in 1866, for example,

there were no fewer than nine yarn spinners at work there as well as two woollen manufactures and a broach turner. By the end of the century the number of occupants had decreased to just two yarn spinners and thirty years later the mill was unoccupied. During the Second World War, soldiers of the Royal Corps of Signals were billeted at the mill. After the war the premises were opened up again but not to textiles; the occupants were W. & T. Avery, weighing machine manufacturers (many of our readers will remember Avery Scales) and R. Tailford, fish merchant. Wells Mill was demolished, and the site cleared towards the end of the 1950s.



Part of Northgate pre 1950

Perhaps the most interesting aspect of Wells Mills was its name. Only 200 or so yards (182M) to the west of Wells Mill an everlasting spring, called Bradley Spout, bubbled up to the surface. The spring, which until the mid-nineteenth century was one of the town's most important water supplies (sec D.O.H.1.ii.No.1), might well account for the name Fountain Strect as 'spring' and 'fountain' have the same meaning (from the Old English 'funta' meaning spring). Wells Mill certainly took its name from a number of wells in this part of Northgate and it is highly likely that the Northgate wells, sometimes called Brook's Wells, were on the same spring-line as Bradley Spout and also that the mill's large dam was fed by the same reliable under-

ground source.

Today, the sites of Fountain Street and Wells Mill lie beneath part of Tesco supermarket's lower car-park. The supermarket, which was opened by Messrs Hillards on 12th November 1979 at a cost of three million pounds, became part of the country-wide Tesco chain in June 1987 after a bitterly contested takeover battle.

Just beyond the supermarket, notice that although the present-day road out of town swings to the left on a line constructed in the 1960s, the road into town follows old Northgate on a line unaltered since it was laid out in 1770 as the new Turnpike to Halifax.

THE RAILWAY (3)

Whilst driving along Northgate notice the long railway viaduct straight ahead.

On 26th April 1845 the Huddersfield and Manchester Railway and Canal Company was authorised by Act of Parliament to construct a railway line from Huddersfield along the lower Colne Valley to join the existing line at Heaton Lodge. The work which began on 10th October 1845 involved digging deep cuttings, constructing several embankments and bridges and building the long viaduct into the town. The first train into the new Huddersfield Station arrived amidst great rejoicing on 2nd August 1847. Although much has been written about the viaducts at Lockwood and Denby Dale there are few references to the Huddersfield Viaduct perhaps because it is not as high as the other two and is, therefore, less impressive. Nevertheless, the fact that the whole line, including this forty-five arch viaduct, was completed in just twenty-one months must be regarded as a great achievement and a triumph for its builders.

THE MAJESTIC (4)

Before turning right into Fitzwilliam Street notice to the front left the large building occupied by Majestic Design. The left-hand end of this building once housed one of the town's popular cinemas. Originally the premises of Hirst's Yorkshire Toffee Company, the building was converted into a cinema in 1912 and opened as the Olympia on 21st October that year. The Olympia offered comfortable upholstered seating for nearly nine hundred

people and a few rows of cheap seats at the front of the auditorium in the form of backless wooden benches. In April 1916, the management showed the film 'Five Nights' which, for some reason, had been banned by the Corporation Watch Committee and as a consequence lost their music licence and were subsequently forced to close.

Under new management and renamed the Star, the cinema opened again on Christmas Day 1916, still offering its twopenny wooden seats. It was during its years as the Star that the cinema became known, widely, unofficially and probably unfairly, as the 'Flea Pit'. On 3rd August 1939 the screen and stage were destroyed by fire. After extensive modernisation, including the removal of the benches, the cinema reopened in 1940 as the Majestic. Two decades later, owing to the increasing popularity of television, audiences at the Majestic, as at cinemas everywhere, declined and the final curtain fell in 1968.

When Majestic Design moved into the building in 1991 they found the 1940 projectors still in place and, happily, the directors decided to retain them and make a feature of the old projector room to contrast old cinema technology with their own state-of-the-art computer systems. Thus, a little of the town's history has been preserved.

FITZWILLIAM STREET (5)

Although our route follows only a short section of Fitzwilliam Street we feel a little should be said about the street as a whole.

In the 1840s a short residential street was laid out between Trinity Street and Dyke End Lane (the present day Portland Street) and named Fitzwilliam Street in honour of Earl Fitzwilliam, uncle and trustee of Sir John William Ramsden, who at that time was playing an important part in the affairs of the town. By 1850 plans were in hand to extend Fitzwilliam Street in a north-westerly direction to connect Trinity Street with Leeds Road. On its way it would cross New North Road and Northgate and thus provide a connection between four of the main turnpike roads out of the town.

The land through which the new street ran was, apart from the recently built railway viaduct under which it passed, largely empty at the time of construction. Fifty years later most of the land on both sides of the street had been taken up by the usual Victorian mixture of factories, small businesses,

shops, terrace houses, public houses and chapels. There were also two small private schools for young ladies and, at the other end of the scale, a Ragged School.

Massive reconstruction and road realignments in the Northgate area in the 1960s resulted in the disappearance of the central section of Fitzwilliam Street and its associated buildings. Today the lost section lies beneath the entrance to the supermarket car-park from where the alignment of the two remaining sections may be clearly seen. However, because it has been so divided Fitzwilliam Street can no longer claim the record it once held of being, at two thirds of a mile, the longest street in Huddersfield.

Once in Fitzwilliam Street look out, on the right, for William Street South. It is at this junction that we cross the lost line of the old footpath extension to Norbar, a line we will shortly meet again.

THE RAGGED SCHOOL (6)

The large building on the corner of Fitzwilliam Street and William Street South, presently occupied by a Muslim Association, was once the premises of the Fitzwilliam Street Ragged and Industrial School. The country-wide Ragged School Movement attracted the support of several Victorian philanthropists including Anthony Ashley Cooper, seventh Earl of Shaftesbury, who was Chairman of the Movement for forty years. As the name suggests, Ragged Schools provided an education for some of the poorest children in the community. They were charitable foundations, usually in the charge of a Master and Matron and often provided for orphans and foundlings who, of necessity, lived on the premises. In 1880, for example, there were nine girls and seven boys between the ages of six and thirteen living at the Huddersfield school. Most of the children were born locally although one girl came from Worcester and one from as far away as India. At that time the master was Peter Grant, aged sixty five, a retired police sergeant from Devon, the matron was his wife, Mary Ann, and the assistant matron their daughter, Catherine.

The Huddersfield Ragged & Industrial School was built by Joseph Sykes of Marsh House and given by him into the hands of trustees selected from each protestant religious denomination in the town. The first constitution stated: 'The general plan upon which the School shall be conducted shall be

as follows, viz: to give the children an allowance of food; to instruct them in Reading, Writing and Arithmetic; to train them in habits of Industry by instructing them daily in such sorts of work as are suited to their years; to teach them the truths of the Gospel making the Holy Bible (comprising the Sacred Scriptures of the Old and New Testaments in the Authorised Versions only) the groundwork of instruction. On the Sabbath the children shall receive food as on other days and such religious instruction as shall be arranged by the Committee.'

The Committee was made up of twelve men and twelve women but the day-to-day supervision of the school was left to the women, two of whom, Miss M. M. Haigh of Greenhead Cottage and Mrs. Wright Mellor, wife of a one-time Mayor of Huddersfield, served for some thirty years.

The first Master, George Higginbotham of Bristol, making his views clear in his letter of acceptance said: 'In Huddersfield I shall be able to labour unshackled in proclaiming the glorious truths of the Gospel of our Blessed Lord. Where I am, I am too much surrounded by Unitarians to labour as freely as is congenial.' Higginbotham took up his post on 1st January 1862 at a salary of £90 per annum. Two years later his remuneration was altered to £85 p.a. plus house, gas, water and coals provided he undertook to clean the school and find 'all that is required for that purpose for 8d. a week.'

In 1865 the committee became concerned about the status of the institution as a certificated industrial school which, apparently, implied the reception of juvenile delinquents who could be committed under schedules relating to industrial schools. The secretary accordingly was instructed to give notice to the Secretary of State to withdraw the certificate. Shortly afterwards the institution became an Industrial Home, its newly stated object, 'to reclaim the neglected and destitute children of Huddersfield by affording them the benefit of a Christian education and by training them in habits of industry so as to enable them to earn an honest livelihood and fit them for the duties of life.' After 1874, the children were educated at Beaumont Street Board School.

The home, for its running, relied on subscriptions, donations and legacies and a considerable number of gifts including bedding, fabrics, cast off clothing, shoes, boots, caps and bonnets, books, religious tracts, toys and food of all description including, every month, a pot of dripping and a basket

of broken cakes.

The children themselves, through their industry, earned money for the home. The girls were employed in sewing, knitting, darning and mending and the boys in woodwork, tailoring, rug making and making between three thousand and six thousand paper bags a month. But in addition to work there were occasional treats, lantern shows for example and concerts, Christmas parties and even excursions by train to Fairhaven. Although some children ran away and others were expelled - occasionally for begging - the committee believed that the Institution achieved a homely character and that most children 'formed a loving attachment for the place which time and absence did not break asunder.' In a small way that belief is borne out in a letter sent to the committee in 1902 by Jere Mellor, a former inmate, which thanks them for 'the loving care, council and kindness I received over many years' and in which he enclosed a donation of £5 - a considerable sum in those days.

In 1899 the trustees decided to renovate and extend the Home. An appeal to businesses and private individuals raised a total of £1760.8s.0d. including £105 from the Sykes family and £104 from Sir J.W. Ramsden. The new premises, which were described as light and airy and fitted with the most modern requirements, had space for forty beds - double the previous number. The Institution, renamed The Orphan Home, was reopened on 4th April 1900 by Mrs. F.W. Sykes, wife of the Founder's nephew. At the ceremony several speakers stressed that increased subscriptions were vital to keep the enlarged Orphan Home going. After all, as one speaker pointed out, 'each child costs about £15 per annum for food and clothing.' Tributes were paid to Miss Mary Bickerstaff, the then Matron, who 'made such a pleasant home for the children who were happy with her as she was happy with them.'

Miss Bickerstaff stayed at the Orphan Home until its closure in 1924. Subsequently, the premises were used as the Dyers, Finishers and Textile Workers Club.

GREAT NORTHERN STREET (7)

Shortly after turning left into Great Northern Street notice the Hudawi Community Centre on the left. This new building stands on the site of Beaumont Street School, opened in 1894, one of the first board schools to be

built in Huddersfield and certainly the first in the central area. Hemmed in by housing and industry and with the railway nearby, the tall, neo-Gothic building soon became black and grimy and the small playground could have offered only limited facilities for healthy exercise.

On 12th July 1993, many years after its use as a school ceased, the building was destroyed by fire. At the time of writing, the old boundary walls and the gatepost survive to remind us of the school but it is likely that these too will soon disappear.

Just beyond the community centre, Beaumont Street crosses Great Northern Street. Notice here the redundant railway on the right which marks the route of the Huddersfield gasworks railway which was opened in 1922 to haul coal from the Newtown sidings to the gasworks (see D.O.H. 1.i.No. 47). Both the writers have clear memories of the 'Beaumont Street Flyer' as the engine was known and it was the cherished but unachieved ambition of one of them to be not the engine driver but the flag carrier who walked in front of the engine to make sure the line was clear.

MARKETS & FAIRS (8)

Great Northern Street dates back to 1877 when the Corporation found a site for their new cattle market near to the old Norbar footway, part of which still existed at that time, and not far away from the Hillhouse railway sidings. To understand the past importance of the area it is necessary to consider, very briefly, the history of Huddersfield's fairs and markets.

It is possible that fairs have been held in Huddersfield since medieval times. Certainly, a survey of Almondbury made in 1584 mentions two little fairs held in the town of Huddersfield. The word fair is derived from the Latin *'feriat'*, the holy days of saints, and they often took place or commenced on the feast day of the patron saint of the local church. Appropriately, one of Huddersfield's fairs was held on St. Peter's day but the origin of the other, held on St. Ellen's day, is not clear.

Fairs were important events in the community when men, women and children would be freed from the daily grind of work to attend-holy days are, of course, the origin of our holidays. Although the primary purpose of fairs was commerce, from earliest times there was an element of entertainment and merrymaking attached and on fair days the light-hearted in holiday mood

would flock in from all over the district. As well as acrobats, dancers, minstrels and story-tellers there would be sideshows, fortune tellers, freaks, performing animals, boxers and wrestlers and no doubt some form of mechanical merry-go-round. Thus we can see in the early fairs the ancestors of our modern fairs which come, as they have always done, to offer us all the fun of the fair.

Until the late nineteenth century Huddersfield had no traditional or permanent fairground and it is likely that the booths, stalls, trestles and standings of the main commercial and pleasure fairs were set up on any available ground at the edge of the town.

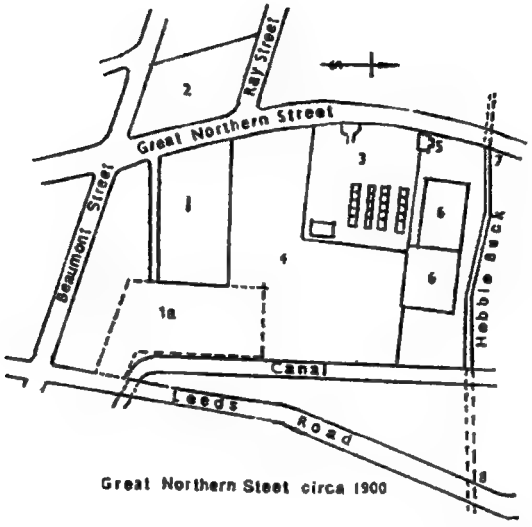
In 1671, King Charles II granted to Sir John Ramsden a Charter which allowed him to hold a weekly market in Huddersfield and soon afterwards a marketplace was laid out near to the church. Here the general market was held whilst speciality markets were established in different parts of the town. Corn and cattle markets, for example, were held in the area of the present day Beast Market and, in the 1840s, a swine market was established in Victoria Street near to the Shambles which itself had stalls selling flesh and fish.

Some two hundred years after the Charter was granted, the Corporation purchased the market rights from Sir John William Ramsden and immediately decided to rationalise market arrangements in Huddersfield. In 1880, a new and prestigious covered market opened in King Street on the site of the Shambles and, a year later, a wholesale fruit and vegetable market opened in Brook Street. A few years later a cattle market was established in the newly laid out Great Northern Street, to be followed shortly afterwards by a slaughter house on the same site. At the same time a large area of land behind and to the side of the cattle market was designated a permanent fairground.

Although the annual fair moved away from Great Northern Street in the 1950s the cattle market lasted until 1991 when, much to the consternation of some local farmers, Kirklees Council announced its intention to discontinue the market and sell the site. It was not, a spokesman pointed out, a satisfactory situation to have a prime site near to the town centre used only on one day a week especially as letting or selling the site would bring in a great deal of money. Four years later, in November 1996, work began on clearing the land on the east (right) side of the street to make way for a large retail park and thus an important part of Huddersfield's recent history is no more. Nevertheless, we hope the following description of the area as it was, along

with the map below which numbers each site, will perpetuate a remembrance of this once busy area.

N.B. It is worth reiterating at this point that, beyond Beaumont Street, Great Northern Street follows the route of the previously mentioned old footway.



Great Northern Steet circa 1900

THE TRAMWAY DEPOT (9)

The tramway depot (No. 1 on the map) which stood opposite the present day Ray Street Enterprise Centre was built by Huddersfield Corporation on part of the new fairground and opened in July 1887 four years after the Corporation became the first local authority to operate its own public transport service. The depot replaced a smaller timber structure which stood on the site of the present day General Post Offiee. The accommodation in the new building for thirty steam engines and thirty tramcars was more than adequate as the steam powered tram fleet never reached that number but after the system was electrified in 1901/2 and extended thereafter, all the space was taken up. After a new and larger depot was opened at Longroyd Bridge in 1921 (see D.O.H.2.ii.No.13) the depot here was used mainly for repairing and maintaining rolling stock.

In 1967 an inscribed stone tablet was affixed to the front of the building to commemorate the efforts of one of the town's luminaries. It read:

County Borough of Huddersfield
On 13th day of March 1967
This tablet was unveiled by
Alderman H.A. Bennie Gray
C.B.E., J.P
at the wishes of the Council to
commemorate his long association with the
Corporation Passenger Transport Department.

Alderman Harold Andrew Bennie Gray, a well known figure in the town, was chairman of the Passenger Transport sub-committee from 1937 to 1967. We understand that the tablet has been removed to the new bus depot in Leeds Road.

THE LUMP (10)

It was, perhaps, because the tramway depot was built on part of the fairground that a small area of land on the opposite side of the road (see No.2 on the map), now occupied by the Ray Street Enterprise Centre, was brought into use as an overspill when the fair arrived in town. Here, at a safe distance from the fast rides and adult side shows, children's roundabouts were to be found along with roll-a-penny stalls, and sellers of windmills, balloons, candy floss and the delicious fried potatoes called chats.

This land, called the Lump by many local people, was also the site of a weekly open-air retail market which, although it was held on a Monday rather than the traditional Tuesday market day, replaced the general market held in the Market Place. Here, on the Lump, all manner of merchandise was offered for sale including fruit, vegetables, clothes, shoes, bags, household linen, hardware, floor coverings, fabric, fents and fancy goods. On 9th March 1981 the last Monday Market was held on the Lump. A week later, a twice weekly market, held on Mondays and Thursdays, opened in and around the newly renovated Wholesale Market in Brook Street.

THE CATTLE MARKET (11)

Sixty yards (55M) beyond the tramway depot was the gateway to the

cattle market (No.3) its tall stone pillars appropriately surmounted by stone animals, a sheep on the left hand side and pig on the right. Inside, permanent sheep and cattle pens stood on the cobbled surface in front of single storey refreshment rooms which catered for buyers and sellers attending the market.

During the demolition of the cattle market the sheep and the pig disappeared. We presumed that they had been removed for cleaning and renovation and would be eventually relocated and displayed as a small part of the town's history. In an effort to trace them and record their whereabouts in this book we contacted the demolition contractors, the architect, the builders, the planning department, the *Examiner* and Tolson Museum. Nobody knew what had become of them - apart from a suggestion from the architect that they had been stolen. If this is so then the theft was not a casual one as the sculptures weighed upwards of ten hundredweight and their removal would have required a crane, a lorry and several men. After the *Examiner* published our enquiry we received an anonymous telephone call telling us that the sculptures were taken away on a butcher's wagon one Saturday in July 1996. Despite further enquiries the trail went cold and we must presume that the sculptures are lost to the town forever.

The main fairground (No.4) was laid out behind and to the south side of the cattle market. Here on fair days were to be found fast and thrilling roundabouts, the enormous steam operated swinging boats called Shamrocks, and such dubious delights as boxing booths, flea circuses and bearded ladies. When the fair was not in town the fairground was used as a convenient storage space for buses, an arrangement that lasted until 1928 when a new bus depot (No.1a) was built behind the tramway depot.

Thirty yards (27M) past the gateway to the cattle market a tall Gothic-style house (No.5) fronted onto Great Northern Street. This was for many years the home of successive Superintendents of Markets who were also Inspectors of Weights and Measures. Behind the house, between the cattle market and the Hebble Beck was the slaughter house (No.6) built to replace the old shambles in King Street.

HEBBLE BECK (12)

Just beyond the site of the old house (No.5) Great Northern Street crosses the Hebble Beck (No.7) which may be seen emerging from its culvert on the

right hand side of the road. This water course flows south east from the Grimescar Valley through Birkby and Bay Hall to Bradford Road from where, as the Hebble Beck, it continues to its confluence with the river Colne near Bradley Mills. As the stream was culverted for much of its length in the nineteenth century it is worth a short stop to see one of the few remaining open sections, not, we hasten to add, for its beauty for here it is not beautiful, but because of its historical interest.

The stream which, here in its lower reaches, divides Huddersfield from the hamlet of Fartown was for centuries known simply as the Town Brook. In 1716 the close on the south side of the stream was also called Town Brook; this was where the slaughter house was to be built in later years. Interestingly, the field opposite Town Brook Close on the north side of the stream was called Hayford and it may well be that before the stream was bridged people, ploughs and hay carts made use of a forded crossing. By 1780, the name Town Brook Close had changed to Hebble presumably because by that time the stream was known as the Hebble Beck. Seventeen years later, in the Huddersfield Valuation of 1797 the same close, tenanted at that time by Josiah Mitchell, is named Hardy Beck Close but as this name has not come down to us we can, we believe, consign it to the realms of all short-lived names and concentrate on Hebble.

In the northern dialect a hebble was originally and specifically the wooden handrail of a short, narrow plank bridge but the word soon came to be used of the whole bridge. It follows then that somewhere here there was such a primitive bridge, erected to replace the ford.

Because a bridge - or ford for that matter - would not exist without permanent lanes leading to it there are two possible locations for the hebble: where the present day Leeds Road (the old highway to the north) crosses the beck (No.8) or somewhere on the line of the Norbar lane. By the late eighteenth century, when the name Hebble appeared, most of the flimsy wooden bridges of earlier years had been replaced by more sophisticated structures on the main highways. It is possible, however, that a hebble survived here on the less important route, erected to carry the lane over the beck to connect up with a footpath leading across the fields to Fartown. Such a route would certainly provide a shorter, easier and less hilly way from Huddersfield to Fartown than the main highway which, until the Halifax turnpike was

opened in 1777, followed the present day Old Leeds Road, Leeds Road, Hillhouse Lane and Wasp Nest Road. If the hebble was, as we conjecture, part of the Norbar lane it would stay in some sort of use until the beck was culverted when the railway line was brought through the area in 1847. Its most likely site, judging by the alignment of footpaths shown on nineteenth century O.S. maps which post-date the railway, was a few metres to the west of the present day Great Northern Street, where the railway viaduct gives way to embankment.

Incidentally it is unlikely that the present Hebble Bridge on Bradford Road, which was built as part of the 1777 turnpike, is on the site of the original hebble as it is situated some distance away from the area of Hayford Close. Much more likely is that Hebble Bridge took its name from the beck, which had taken its name from the earlier bridge situated a little way downstream.

HILLHOUSE LANE (13)

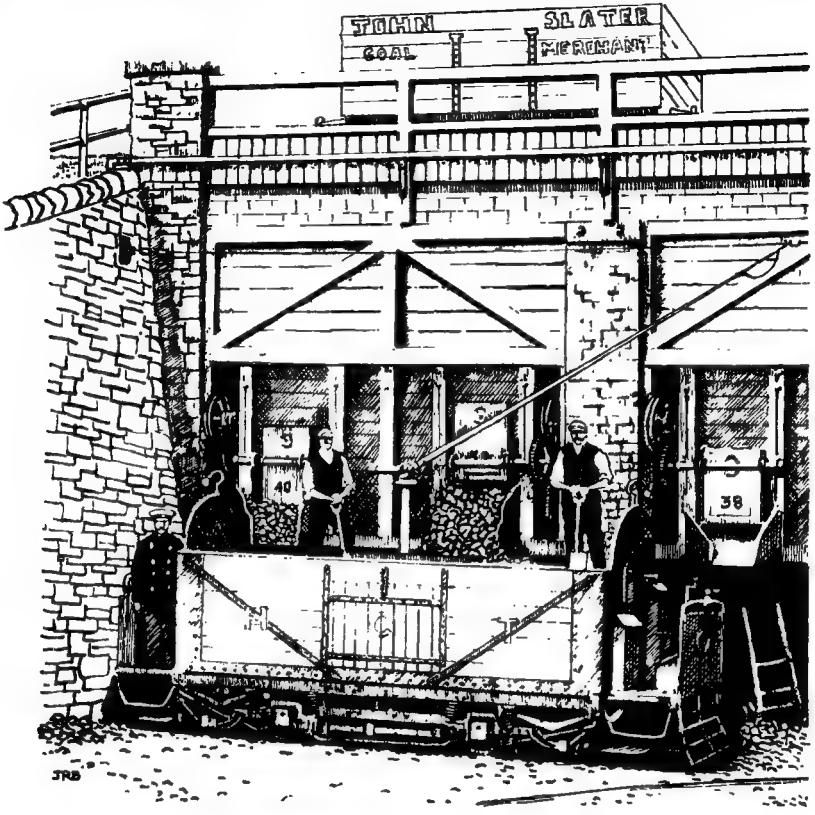
At the end of Great Northern Street our route turns left to briefly touch Hillhouse Lane, once part of the old highway to the north. Before the improvements and new road construction of the turnpike era the route from Huddersfield to Halifax and the north followed the present Old Leeds Road, Leeds Road and Hillhouse Lane to Clough House from where it climbed the steep Cowcliffe Hill and continued on through Fixby and Elland Upper Edge to the bridge over the Calder at Elland. This hilly route was superseded in 1777 by the Halifax turnpike which followed a more direct route out of town and, from Clough House, an easier route through Grimescar Wood. (see D.O.H.1.i.No.16).

Beyond the railway bridge notice that Hillhouse Lane veers to the right and that the road straight ahead is Willow Lane East. As we have travelled the latter before (D.O.H.1.i) and as the former is no longer a through road, our route turns sharp right, immediately after the bridge, into Alder Street.

ALDER STREET (14)

Laid out during the second half of the nineteenth century, Alder Street preserves the line of the previously mentioned footpath to Fartown. The most obvious feature in Alder Street is the long line of coal hoppers with

their numbered chutes to be seen over the wall on the right hand side. Here, coal, delivered by the railway company, was stored to await collection by the town's coal merchants.



Stop by the second gateway for a good view of the coal hoppers and notice, beyond the gate, a short length of tramtrack. In 1903, the Huddersfield Corporation Passenger Tramway Department received powers to lay a single line tram track from the coal yard, along Whitestone Lane, to join the passenger tramway in Bradford Road and another short stretch of track from the main line in New Hey Road along Crosland Road to the premises of Messrs Patrick Martin's Wellington Mills at Oakes. Coal shutes numbers thirty nine and forty were rented by the mill from the railway company and

the Corporation purchased two coal trucks, specially designed to allow them to be positioned near to the chutes for easy loading. Thus coal was delivered speedily to the mill via the main tramway system.

By 1905 Messrs. Ben Crosland of Oakes Mill and Messrs. Edward Sykes of Gosport Mill, Outlane were also making use of the new service which, per journey, proved to be more profitable to the Transport Department than the passenger service. To reach Gosport Mill the line was extended from the existing terminus at Outlane to a new one about a third of a mile further up New Hey Road. From there a single line connection was laid to the mill yard. Incidentally, the extension at Outlane gave the town a tramway terminus which, at 909 feet above sea level, was one of the highest in the country. The delivery of coal along the passenger tramway system lasted until 1934 when trams began to be phased out in favour of trolley buses. Now, the rusty tramlines inside the coal yard and a power line bracket high up on the retaining wall to the left are all that remain - along with the coal chutes-to remind us of a tramway practice unique to Huddersfield.

The railway embankment above and behind the coal hoppers was the scene of one of the many accidents that occurred on the railways in mid Victorian times. On Tuesday 7th June 1870 a luggage train left Huddersfield for Leeds at 7.45p.m. When the train arrived on the embankment the engine, somehow, came off the line, tore up the metals, broke the coupling chain and slipped diagonally down the embankment to the field below where it landed upside down. Miraculously, both the driver and the fireman were unhurt. A bystander, who knew that the Leeds express was due to arrive at any minute, scrambled up the embankment and ran along the line to give warning. Fortunately, he was spotted by the driver who brought the express to a halt just in time to prevent it running into the wrecked carriages of the luggage train.

WHITESTONE LANE (15)

This was the way the coal trams came from the coal yard to join the main tramway system in Bradford Road. At the end of Whitestone Lane notice Hillhouse Lane (now Croft Cottage Lane) coming into the junction from the left and its continuation on the opposite side of Bradford Road. As well as travellers to Halifax those bound for Bradford must also have come

this way to Hillhouse from where they would follow a circuitous route through Fartown, Sheepridge and Toothill to the old bridge over the Calder at Rastrick. Their journey would be shortened somewhat after 1777 when the Halifax turnpike was opened but it would be another sixty-three years before a direct route between Huddersfield and Bradford was achieved.

BRADFORD ROAD (16)

Work on the new road, which was the last turnpike to be constructed in the Huddersfield area, started circa 1836 and was completed in 1840. It ran from the 1777 turnpike at the bottom of what is now Halifax Old Road to Fartown, where it bisected the older route, and continued on to reach Bradford via Brighouse, Low Moor and Wibsey.

As one of the features of this tour is old footways and highways it would be logical to follow the short stretch of Hillhouse Lane to the branch road at Hillhouse but as it is almost impossible to cross the busy Bradford Road we turn left from Whitestone Lane to the traffic lights and then right into Halifax Old Road.

It is at this junction that the 1777 and the 1840 turnpikes met.

HALIFAX OLD ROAD (17)

One hundred and sixty five yards (150M) after joining Halifax Old Road notice Hillhouse Lane coming in from the right. From this point to Clough House the 1777 turnpike followed the line of the old highway to the north and somewhere on the right, just beyond the junction stood the Hillhouse Bar. By the mid-nineteenth century the original barriers or pikes at many bar houses had been replaced by chains and so we find reference in the 1860s to Hillhouse Chain Bar. The last toll collectors here, before the Hillhouse tolls were abolished on 31st October 1867, were Edward and Hannah Waite.

HILLHOUSE (18)

About a quarter of a mile further up Halifax Old Road notice King Cliff Road coming in from the left. Although we have discussed King Cliff in an earlier work (D.O.H.1.i.No.35) we inadvertently omitted the information that behind the buildings on the corner is the site of the house that gave the area its name - the aptly named Hillhouse.

Built in the first quarter of the sixteenth century Hillhouse, like several other homestead sites to be found north of the town brook, was early associated with the Brook family. In 1751, the house was purchased by Thomas Thornhill of Fixby Hall and it remained in the possession of the Thornhills until 1854 when it was sold to Sir John William Ramsden.

Hillhouse stood to the north west of a round, tree covered knoll called Ark Hill Mound or, more simply, the Mount which could easily be mistaken for an ancient earthwork. To the west and south of the site the land drops steeply down to the valley of Clough House Mill Beck and it is this slope, rather than the Mount, that is likely to be the origin of the name Hillhouse. The house was demolished in 1871 to make way for new housing in the present Beacon and Back Beacon Streets. Later, a large factory was built on the steep hillside but, despite these intrusions into an old scene, the area is still, by any standards, of interest and deserves a leisurely inspection on foot.

0. W. The site of Hillhouse may be reached by walking a few yards along King Cliff Road and then turning left into Back Beacon Street which follows the line of the original entrance to the house.

The levelled area to the right of Back Beacon Street is where the house stood - notice the large flagstones which may have been in situ before the Victorian houses were built. To the front left a few rather decrepit garages spoil the view to the Mount but walk on to the opposite side of the site where a clearer idea of the knoll's shape and size may be obtained. At the factory gate - the limit of the short walk - notice the stepped path which replaced an earlier footpath leading up the hillside from Bay Hall to Hillhouse. From this point it becomes apparent that the house was well named. With these few observations we leave the site, which lends itself to personal interpretation, to you.

WASP NEST ROAD (19)

It is at Wasp Nest Road that we reach one of Ogilby's branch roads, marked 'to Rastrick' on his 1675 road map. From here to Sheepridge our route follows the probable line of the branch which, as an outlet to the north east, continued to be of some local importance until the Bradford turnpike was opened in 1840.

Originally called Fartown Green Road, Wasp Nest Road takes its present name from a small settlement called Wasp Nest which in the mid nineteenth century stood on the left hand side in the area of the present Buckrose Street. Whether the name referred to a concentration of insects or whether it implied the industry or social behaviour of past residents is, of course, a matter for conjecture.

The large school on the right of Wasp Nest Road was, in fact, two schools. The buildings nearest the road were opened in 1887 as Hillhouse Board School and, as may be seen, it had, like most schools of that time, separate departments and playgrounds for boys and girls over the age of seven. Below that age it was believed that boys and girls could safely be educated together.

The building behind the board school was opened in 1909 as Hillhouse Higher Grade School (later Hillhouse Central School) for boys and girls. The first headmaster of the new school, Mr. R. Montgomery, was highly regarded in the town and one of his ex-pupils, the late Mr. J. Beswick, remembered a speeial and impressive ceremony at the Town Hall in July 1924 to mark 'Monty's' retirement. Speeches applauding his long service and his understanding and sympathetic treatment of his pupils were made by the Mayor and the Chairman of the Education Authority and other speakers added to the praise and presented gifts.

In 1924 Hillhouse Central School became a selective secondary school for boys only, the girls having transferred to a new school at Longley Hall which had been officially opened on 24th May that year. In 1958 the school left Hillhouse for new modern premises at Salendine Nook where it amalgamated with Huddersfield College to become Huddersfield New College.

Opposite the school, look along Percy Street for a distant view of a monument, erected in 1954, as a memorial to that great cricketer, George Herbert Hirst. A closer view of the monument is part of our next option.

HONORIA STREET (20)

Just past the school, the Victorian terraces to be seen on Honoria Street represent one of the earliest moves towards suburban living in the Huddersfield area. Until the mid nineteenth century, there were few houses in the Hillhouse area but as industry in and around Huddersfield expanded a

need arose for housing to accommodate the burgeoning working, artisan and lower middle classes. The principal landowners in the Huddersfield area, the Ramsdens, at first refused to countenance leases of more than ninety-nine years and disallowed the building of back-to-back houses on their land, although they relented later. Naturally then, the earliest suburban development tended to take place on land where the landowners were more tolerant.

Hillhouse, within easy walking distance of the town but far enough away to escape the worst of its noise and pollution, was an obvious location for suburban development and as early as 1852 the Thornhills of Fixby, who were less restrictive in their conditions than the Ramsdens, had drawn up plans for three interconnecting residential streets to be laid out on a parcel of their land situated to the south east of Wasp Nest Road. The new streets, Honoria, Clara and Eleanor Streets were so named after members of the Thornhill family. Over the next several years plots were taken up and houses began to appear on the new estate, a process that undoubtedly speeded up after 1858 when horse drawn omnibuses started running along Bradford Road.

FARTOWN SPORTS GROUND (21)

From the end of Wasp Nest Road notice, straight ahead, the now disused entrances to the world famous Fartown stadium. The origins of this local, national and international sports venue can be traced back to a meeting held on 16th November 1864, at the Queen Hotel, Huddersfield, when a provisional committee was chosen to form the Huddersfield Athletic Club. The first chairman was Mr. John Dew and the first president, Lt. Col. Crosland. On 24th June 1865 the club held their first festival day at the Rifle Fields, Greenhead, when athletes competed for silver and bronze medals in running and walking races, long and high jumps, cricket ball and hammer throwing, Indian clubs, vaulting, boxing and what was described as a 'consolation scramble'. The club was an undoubted success and at the eighth Annual General Meeting, held on 13th November 1872, the treasurer reported a balance in hand of a healthy £251.

In 1876, the club amalgamated with St. John's Cricket Club at Fartown to form the Huddersfield Cricket and Athletic Club. St. John's cricket field was laid out in the 1860s on land that was formerly part of the Greenhouse estate (see No.22). After the amalgamation it became the home ground for

the Huddersfield team who, in 1891, as Huddersfield United, joined the newly formed District Cricket League. Ten years later Huddersfield won the local championship. St. John's cricket field had been a venue for occasional county matches before the amalgamation and thereafter, until 1954, Yorkshire County Cricket Club frequently played at Fartown.

The stadium at Fartown is, of course, also known for its rugby football ground. From the earliest days of the Athletic Club, rugby was a club activity and in November 1878 Huddersfield Rugby Club played their first game at Fartown. In those days, the game was strictly amateur but after a bitter meeting, held at the George Hotel, Huddersfield, in August 1895, twenty clubs, of which Huddersfield was one, broke away from the English Union to form the Northern Rugby Football Union (later the Rugby League). Thus began a split between the two rugby codes that has taken a century to heal.

Huddersfield achieved their greatest success in the years 1913 1915 when they won many cups thus earning themselves the name 'Team of all Talents'. Their last major success was in 1975 when they won the Division Two championship. Today, the team plays at the McAlpine Stadium and their old ground is used for training and minor-league matches.

A report of a meeting of the H.C. & A.C. held at the Town Hall on 14th July 1923 reveals that the habit of blaming management committees for the failure of sporting teams is not a new phenomenon. At that meeting the five members of the football section resigned en-masse. Their spokesman, Cllr. A.E. Sellers, said that another five ought to serve and he went on, 'The old committee, travelled between six and seven thousand miles last season, looking for players but those we saw were 'rabbits' and not good 'rabbits' at that. In my opinion the position is due to the aftermath of the war. After all the nasty things that have been said, I do not think it worth while to spend every Saturday in the winter and two evenings a week on the work of the committee. When nasty remarks are made to my wife and those intimately associated with me it is time to put a stop to it.' It was with some difficulty that five new committee members were found who were willing to take the job on.

O.D. For a better view of the stadium turn left into Spaines Road and in one tenth of a mile right into the main entrance.

From here the two fields, the mock-Tudor pavilion and some old stands

may be seen. As well as the cricket and football clubs there was a thriving bowling club here with two greens and small pavilion. Over the years many athletic meetings were held on the cricket field and at one time cycle races took place on a track around the periphery of the field.

The tall monument, originally a clock tower, was erected in 1954 as a memorial to George Herbert Hirst of Kirkheaton, Yorkshire and England. Nineteen years later a tablet commemorating his team-mate, Wilfred Rhodes, was added. After years of vandalism and neglect the edifice has been recently restored.

Drive back to rejoin the main route of the tour at the end of Wasp Nest Road.

GREENHOUSE (22)

Seventy yards (63M) after turning into Spaines Road from Wasp Nest Road notice Fartown Grange on the left. The Grange stands on or near the site of Greenhouse which took its name from its position on the edge of Fartown Green. Dating back to the fifteenth century, or earlier, Greenhouse was, like several other farmsteads situated north of the town brook, occupied by a family called Brook in its early days and, typically, its name includes the suffix 'house'.

The surname Brook(e) has been numerous in the Huddersfield area certainly since the fourteenth century and by the sixteenth and seventeenth centuries several Brooks had prospered and achieved the status of yeoman and occasionally gentleman. The name appears frequently in Tudor and Stuart taxation returns. For example in 1523, to finance his military operations in France, King Henry VIII was granted a subsidy on land, goods and wages. Only the most prosperous members of society were liable for the tax and out of twenty-seven men and women listed in the Huddersfield returns there are no fewer than ten Brooks. One of these, Edmund Brooke of Greenhouse, paid one shilling on goods worth two pounds. The Brookes continued at Greenhouse well into the next century for we find that in 1664 Rodger Brooke of Greenhouse paid tax on three hearths. This suggests that the house had some status as out of a total of a hundred and forty householders listed in the Huddersfield Hearth Tax returns only twenty five paid tax on three or more hearths.

By the early years of the eighteenth century the Brookes had been replaced by a family called Horsfall who tenanted the house and about thirty acres of the land around, including the closes called Stubble Croft, Schoolhouse Croft, Fourlands and Doles where, in later years, the sports stadium was to be built. The Horsfalls were still in possession at the time of the Huddersfield Survey of 1778 when the premises were described as a house and barn with a fold, orchard and garden. It is likely that the barn and outbuildings still to be seen behind Fartown Grange date from that time or earlier.

During the nineteenth century a number of tenants lived at Greenhouse which name continued to be used until circa 1900 when it was replaced by Fartown Grange. Presumably the name change coincided with a major rebuilding that resulted in the house we see today. Looking at the house it is difficult to decide whether or not it incorporates some of the fabric of the earlier building. Certainly the chimney stacks and quoins at the west end are in the style of an earlier age. Suitably, at the time of the alterations, or just after, the house was in the occupation of a James William Brook.

Just past Fartown Grange notice Greenhouse Road which originally gave access to the old farmstead. Beyond the entrance it continued as a well defined footway running north-west across the fields to Cowcliffe and Netheroyd Hill. Now, a large housing estate obscures much of the original line of the path and although short sections of it remain they have to be sought among the modern houses.

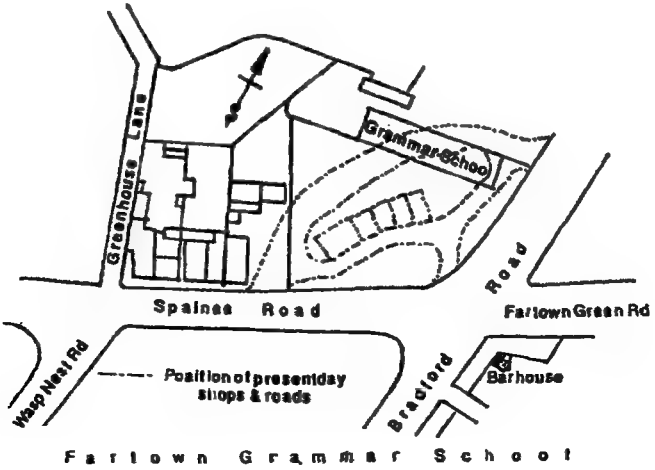
FARTOWN GRAMMAR SCHOOL (23)

Just before the end of Spaines Road notice the area on the left, between a curved service road and Bradford Road. This was once the site of Fartown Grammar School. As no boundary walls, no building outline, no old alignments have survived we include a map (p.27) which will help to locate the position of the school.

Although the school is long gone we hope a short account of it will be of interest for the light it sheds on the origins and practices of a small boarding and day school founded a century before the Education Acts of the late nineteenth century addressed the problem of education for all.

Fartown Grammar School was founded in 1770 but, interestingly, the Huddersfield Rental of 1716 lists a Schoolhouse Croft among the holdings

of John Horsfall of Greenhouse and the map of the same year shows its position in the immediate vicinity of the house. There are two possible explanations of this: either the profits from the croft went towards maintaining a school elsewhere or a small school was in existence in the area well before 1770.



The Grammar School was built on a parcel of land enclosed from the commons of Huddersfield and the cost of building was defrayed by public subscription. In the early years, the legal owners of the land had the right to appoint the schoolmaster. In 1834, Sir John Ramsden, Thomas Thornhill, John Whitacre, Rev. James Franks and Rev. Wyndham Carlyon Madden were recognised as acting trustees of the school. In fact, only one of these men, John Whitacre, still held his post in that year and in order to regulate the governance of the school he nominated four new trustees to act jointly with himself and conveyed to them the premises and the land. Thereafter, new trustees were appointed as and when necessary.

The two storey stone-built premises comprised four classrooms and the master's house, all under one roof. The schoolhouse had three living rooms, kitchen, scullery and six bedrooms three of which were used to accommodate six boarders. For many years during the nineteenth century a Fartown man, George Binns, was master at the school assisted by his wife, Mary Ann, and

eventually by his youngest son, George. Not surprisingly, the school was known in his time as Binns' Academy.

After Binns' death in 1881 the trustees of the time decided to make the school an efficient secondary establishment to supply the needs of its large, lower-middle class neighbourhood. To that end the premises were renovated and enlarged and the school reorganised under a new, young master, W.P. Yates B.A. His salary was £100 per annum plus two shillings capitation per pupil. He was assisted by his wife and a certificated male teacher, a kindergarten teacher and a student governess. Two peripatetic teachers, Annie Wood and George Galloway, taught art and shorthand respectively. The curriculum included maths, botany, drill, singing, scripture, Latin and French; no provision was made for teaching science.

For the first hundred or so years of its existence the school undoubtedly functioned as a boys only establishment; until the mid-nineteenth century, or later, schooling was not considered necessary for girls. After the reorganisation in 1882 girls were admitted, an innovation probably encouraged by Mr. Yates and his wife who was, herself, a qualified teacher. Although Yates adhered to the then common practice of keeping separate entrances and play-grounds for boys and girls, most uncommonly he introduced mixed classes, a system he considered worked well as it led to '..the manners of the boys being softened and the emulation of the girls quickened.'

The pupils, who rarely stayed on beyond the age of fifteen, came mainly from the lower-middle and artisan classes as a list of their fathers' occupations (made in 1897) shows:

professional men and ministers of religion	9
manufacturers and large tradesmen	23
small tradesmen and shopkeepers	29
artisans	25
no occupation	3

Fees at this time were five to seven guineas a term for weekly boarders and eight to ten guineas for full term boarders plus tuition fees and extras of two to three pounds per term. Presumably, day pupils paid similar tuition fees. Five scholarships (later reduced to three) were available at the school, paid for out of Holroyd's Charity (See No.24).

Under Mr. Yates' leadership the school quickly became popular and successful and remained so for twenty years. However, after a higher grade school opened in New North Road in 1893 attendance at Fartown declined and by the end of the century the school, which could accommodate a hundred and eighty scholars, was only half full. As the twentieth century progressed the number of local authority secondary schools offering a modern curriculum increased and all over the country small private schools found it increasingly difficult to remain viable. The school at Fartown was no exception and despite a last-ditch attempt to keep it going as a preparatory school it finally closed in 1928. The building was demolished in 1971.

HOLROYD'S CHARITY (24)

In 1830, Thomas Holroyd of Birkby set up a charity trust fund of £800 3% Consuls to support four cottage almshouses at Upper Birkby. Under the terms of the Trust the trustees were to use part of the income to maintain the property and from half of the surplus, 'purchase warm clothing in December and January for twelve poor and aged persons belonging to the township (sic) of Fartown whether living in the cottages or not. 'The other half of the surplus was to be used to support the education of five poor children at the school at Fartown Green.

In 1874, under a legacy in the will of John Taylor Armitage, a former trustee, the endowment of the Charity was increased by £200. From the increased income the trustees were required to provide coals at Christmas for the occupants of the almshouses. The surplus income was divided into two equal shares and used, as before, to provide a clothing dole and scholarships to Fartown School. The clothing was distributed annually on the first of January at the school, the headmaster assisting in the distribution. Although the Trust still specified only twelve recipients, in practice, after 1874, some forty persons received clothing to the value of five shillings each.

After the school was reorganised in 1882, fees were increased and the number of poor children supported by Holroyd's Charity was reduced from five to three. The scholarships were awarded to local children, generally boys, on the result of examinations to standard four of the elementary education code and they were usually held for two to three years. By the

1890s the awards were worth five guineas a year, which barely covered tuition fees.

N.B. Although they are at some distance from the route of our tour, readers might like to know that the cottages mentioned above still exist, at Birkby Fold, off Birkby Lodge Road.

FARTOWN BAR (25)

Just past the site of the grammar school, the Bradford turnpike crosses the older route to the north (Ogilby's branch) at Fartown Bar. Because of modern buildings and road improvements it is impossible now to determine the exact location of the bar house from which the area took its name but it stood somewhere on the east side of Bradford Road near to its junction with Fartown Green Road. (See map p.27)

Fartown became one of the first districts in the Huddersfield area to benefit from a frequent transport service when, on 11th February 1858, omnibuses began running along Bradford Road to Fartown Bar. The service was successful and by 1873 Lockwood, Lindley, Edgerton and Moldgreen could also be reached by horse drawn omnibus. In that year, T.W. Coney, a cab and omnibus proprietor, was, weather permitting, operating a weekday service to Fartown, the buses leaving the Market Place corner every half hour between 8.30a.m. and 8.30p.m. and returning to Huddersfield on the

quarter hour. The fare was a penny outside and twopence inside. The omnibuses, which were drawn by three horses, had seats for eight or nine passengers inside and more than a dozen on top. It must have been an unpleasant journey for the people perched on the top in inclement weather and a precarious one at all times as the buses rattled and jolted over the rough roads of the times. Nevertheless, the majority of passengers were willing to put up with the discomfort for the sake of saving a penny a journey.

By the end of the decade the days of the horse drawn bus were numbered. In 1880, an Act of Parliament authorised the Corporation to construct a tramway system and by 1882 the tracks had reached several outlying areas, including Fartown. On 11th January 1883 Huddersfield Corporation became the first local authority in the country to operate its own tramway system when an inaugural tramcar, pulled by a steam engine, left Fartown Bar for the terminus at Lockwood Bar travelling via Bradford Road, Northumberland Street, John William Street, Buxton Road and Chapel Hill. Until a new tramway route to Fartown via Birkby was opened in 1892 Fartown Bar was the terminus for crowds attending matches at the nearby stadium and for a few years, until the Corporation Passenger Transport Department built up its fleet of steam trams, horse trams were also used on match days to provide extra capacity. Steam trams served Fartown for almost twenty years until they were replaced in June 1902 by electric trams.

The advent of the tramway system, undoubtedly brought about great changes in the lives of ordinary people who welcomed the tramcars, noisy and cumbersome though they were, for the service they offered: cheap, regular, reliable and unaffected by the state of the roads and the vagaries of the weather. As well as stimulating suburban living, tramways made it possible for people to use their small amount of leisure time to become familiar with distant townships and villages. For example, a family living at Fartown could, via the tramway system, explore the old village of Almondbury, enjoy the open spaces on Lindley Moor or tramp across the hills near Slaithwaite and (after 1914) Marsden. And it is probably not a coincidence that whilst the first tram tracks were under construction two of Huddersfield's major parks, Greenhead and Beaumont, were being laid out and that a third, Norman Park, was opened shortly after trams started running to Birkby.

BLACK DYKE (26)

Fifty yards (45M) after entering Fartown Green Road notice, behind a small car park on the left, a sadly dilapidated house with an attached barn. This is Black Dyke which, as it is half a mile away from the nearest stream, possibly took its name from the marshy nature of the low lying land around. Black Dyke is probably the house mentioned in the Hearth Tax Returns of 1664 where it is recorded that John Brook of Blackdike paid tax on two hearths. There is little about the house today to suggest such antiquity as the south-east gable with its small extension as well as three gables and a larger extension on the north-west side were all part of alterations carried out in 1900 by Sir John William Ramsden. Nevertheless, a careful examination of the stonework will reveal the dimensions of the original small rectangular farmhouse with its central chimney stack.

Writing in 1933 the local historian, Philip Ahier, mentions two fireplaces which were placed in the middle of the house and were back to back. Presumably, these were the two hearths for which tax was demanded in 1664. Mr. Ahier goes on: 'Previous to 1913 an old open fireplace some four feet wide and four feet six inches high stood in the present dining room but in that year a modern fireplace was inserted.' The fireplaces in situ today which are still 'back to back' are of a 1930s vintage, small, tiled and unimpressive.

The house is presently for sale and when a buyer comes along perhaps he or she will take pleasure in revealing the ancient fireplaces, exposing old beams and restoring order to what was once a pleasant front garden.

FLASHHOUSE (27)

Just past the car park mentioned above, and on the opposite side of the road, modern houses on the left hand side of Leonard Street stand on the site of another of the area's old farmsteads, Flashhouse, which was demolished some forty years ago. The prefix 'flash', which the English Dialect Dictionary defines as a shallow pool, or swamp, suggests that the house, like Black Dyke, was built at a time when the surrounding land was marshy.

Readers will not by now be surprised to learn that Flashhouse, which dates back at least to the sixteenth century, was for hundreds of years tenanted by a family called Brook. The house is not mentioned by name in the Hearth

Tax Returns of 1664 but a Thomas Brook of Greene is recorded as paying tax on one hearth and it is quite possible that he resided at Flashhouse which, of course, stood on Fartown Green.

The Huddersfield Rental of 1797 describes the property, then in the tenancy of 'Mr. John Brook', as a house and barn with fold and garden. The appellation 'Mr.'- unusual in the Rental - indicates that he was considered to be of higher status than most of the other tenant farmers of the time. He farmed a number of closes comprising some thirty acres of land lying between Fartown Green Road and the Ramsden Canal to the south east. John Brook, a staunch non-conformist, was a founder member of Highfield Congregational Church in Huddersfield. He was the last Brook to live at Flashhouse and after his death in 1820 the property was let to a succession of tenants including, in 1913, the butchering department of the Huddersfield Industrial Co-operative Society.

The main line railway to Huddersfield, completed in 1847, passed within a quarter of a mile of Flashhouse shattering forever the slumbering peace of

centuries in John Brook's former fields. Some fifty years later the Midland Railway Company's branch line was constructed only a few yards away from the house itself. The track of this railway which ran to Newtown in Huddersfield (see D.O.H.1.i.No.7) has long since been lifted but the broad swathe of land it occupied remains and may be seen, along with two original bridges, by walking along Leonard Street and turning left just before the first modern house on the left.

BLACK HOUSE (28)

At the bottom of Woodhouse Hill, on the left, notice a white cottage with a blocked up doorway at the left hand end. This is all that remains of Blackhouse part of which was demolished in the early years of this century when the road was widened. The earliest mention of Blackhouse is found in the Subsidy Roll of 1523 which records that Edward Brook of Blakhouse paid one shilling tax on goods worth two pounds. The Brooks continued at Blackhouse until the mid eighteenth century when William Steel, who married a Brook daughter, took up the tenancy. The remaining cottage is, as my be seen, typical of the mid eighteenth century and it is likely that Steel, when he moved in, modernised or rebuilt the old house.

William Steel, an arch opponent of the Luddites and the Trade Union Movement, was a successful farmer who through hard work, diligence and parsimony amassed a considerable fortune. When he died in 1828 he was succeeded as tenant of Blackhouse by his son, John. Even more miserly than his father, John Steel was the victim of a notorious robbery which for several years afterwards was the talk of the neighbourhood. A retrospcctive account of the crime was published in the Huddersfield Chronicle on 2nd March 1912 and, as we pass Blackhouse, it is worth summarising.

Johnny Steel, as he was known, was an cccentric character who, having no faith in banks, insisted on keeping his vast fortune at Blackhouse where he could see it and, perhaps, regularly count it. He hoarded it, in fact, in an oak chest fastened with heavy iron bands and secured by several padlocks. His friends warned him several times that he might be robbed but he believed that the chest was too secure to be broken open and too heavy to be carried away. As added security he had a gun which he said he would make speak to any intruder. Johnny was content.

Unfortunately, he did not allow for a gang of men from Deighton who, with blackened faces, broke into Blackhouse one night in 1842. Disturbed, Johnny did indeed make his gun speak, once, but without effect and before he could reload he and his housekeeper were overcome. The intruders attacked the chest with sledge hammers and crowbars and soon had it open. The booty was a rich one and the thieves made off into the night carrying a fortune in gold and silver coins. The oak chest they left behind. One of the robbers who had filled his hat with gold coins was less fortunate than the rest as the hat split spilling the contents on the ground. As it was dark and he was, naturally, in a hurry he was unable to retrieve his ill gotten gains. For years afterwards it was whispered that one or two of the town's successful businesses were founded on money retrieved from the roadside in the days following the robbery.

Some days after the raid the robbers met in a secret place and shared their loot by measuring it out in a pewter pint pot they had stolen from an inn in Deighton. That done, the thieves made haste to leave the country. One man, Robert Peel, succeeded in reaching Liverpool from where he made his escape to America. The others went together to Hull and, after making arrangements for sailing, decided to have one last drink in an English inn. Unwisely, one of them loudly proposed a toast to the old oak chest and the pewter pint pot. The landlord, who had read about the robbery in the newspaper, sent for the police. The villains were arrested, taken to York for trial, found guilty and sentenced to transportation across the seas for life.

After the robbery Johnny Steel left Blackhouse to live at nearby Fieldhouse Green. Towards the end of his life he took to strolling along the canal bank behind Fieldhouse where he would look towards Deighton and loudly deplore the behaviour of 'those Deighton thieves'. He died, aged eighty, in 1860. Two years after his death a man digging in a field at Storths in Birkby found, underneath a large flat stone, an iron posnit (a small cooking vessel with feet and a handle) containing five hundred guineas. It was widely believed at the time that the money was part of Johnny Steel's fortune.

Of the men transported to Australia the fate of only one is known because he managed, against all the odds, to escape. Ned Lumb, a Deighton man, deciding that the hardship of a convict's life was not for him, schemed with six others to capture a suitable vessel when the opportunity arose and sail to

freedom. The escape was successful, the small fast boat they had commandeered outsailing all pursuing craft. Unfortunately for them, several days out of Australia, a storm overtook them and their boat was wrecked near the rocky shore of an uninhabited island. Four of the fugitives drowned in the wreck but the other three, who included Ned Lumb, managed to scramble ashore. Shortly afterwards one of the three died and, having no food, the two survivors only managed to stay alive by eating their dead companion.

When a party of less than friendly natives landed on the island the two took to the sea again in a small rowing boat that had been washed ashore from the wreck. After several days in the open boat without food and water their situation was desperate and they were close to death. Almost at the last minute they were spotted by the crew of an East Indiaman on passage to Calcutta and taken aboard. From Calcutta Ned Lumb worked his passage to London from where he made his way to his family home in Deighton. His mother was amazed and delighted to see the son she had believed lost to her forever but her pleasure soon turned to apprehension when Ned recklessly insisted on meeting his old cronies and regaling them with the story of his remarkable adventures. Realising the secret of Ned's presence could not be kept, his mother eventually persuaded him that he had no future in England and three weeks after his dramatic return Ned left for Liverpool in the hope of taking ship for America. It is here that the newspaper account ends. Two other reports, current at the time, are vague and contradictory. One says that he was arrested at the dockside and transported to Australia again, the other that he succeeded in reaching America where he became a wealthy and respected citizen.

WOODHOUSE (29)

One tenth of a mile past Blackhouse notice on the right, near the junction of Woodhouse Hall Road with Woodhouse Hill, a large house, now a residential home, called Sun Woodhouse. It stands on the edge of the former Woodhouse Hall estate and was, during the nineteenth century, the home of John Whitacre, Deputy Lieutenant of the West Riding, Magistrate and Trustee of Fartown School. Born in 1786, Whitacre was an influential and devout Churchman who, in the early 1820s, built Christ Church, Woodhouse at his

own expense (see No. 31). A wealthy mill owner he suffered a severe set-back when, on New Year's Eve 1830, fire destroyed his factory, Woodhouse Mills in Leeds Road, causing £10,000 worth of damage and the death of a fireman, John Hartley.

Whitacre was a prominent Tory who, along with his brother-in-law the Rev. W.C. Madden and several others, supported the candidacy of Richard Oastler in a by-election and a general election held in 1837. In both, Oastler was defeated by a Whig candidate and afterwards blamed his defeat on the influence of the Ramsden family and the presence of troops brought into town to keep order at the hustings.

John Whitacre never married. He lived at Sun Woodhouse with his sister, Ann, for some thirty years and was a much respected member of the community. When he died on 13th March 1869, aged eighty-three, an obituary said: '...with him died almost the last generation of fine old West Riding gentlemen in this neighbourhood.'

WOODHOUSE HALL (30)

Further along Woodhouse Hall Road, the several buildings of Fartown High School stand on land once occupied by Woodhouse Hall which was built in the early years of the nineteenth century when newly prosperous merchants and manufacturers were spreading their wings and moving away from the town to the suburbs. The house which, like many of its kind, was built of local stone stood in five acres of well laid out, wooded gardens. It had an impressive pillared entrance leading to a large hall with a stone flagged floor. From an inner hall doors led off to an oval dining room, a drawing room and a billiard room. A splendid staircase, lit from above by a glass dome, gave access to the first floor where there were four large bedrooms each with its own dressing room.

During the 1860s the Hall was occupied by Lewis Randal Starkey, his wife, two sons and seven servants. A member of the wealthy Starkey family, woollen manufacturers of Longroyd Bridge, Lewis Starkey, at the age of thirty-two, stood as a Conservative candidate for the Southern Division of the West Riding in the general election of 1865. He was defeated and when he tried again in 1874 and 1880 he was again unsuccessful.

Another tenant of the Hall with strong political views was George

Thomson who took up residence there in the 1880s. Twice Mayor of Huddersfield and a Freeman of the Borough he was a man much respected and admired throughout the district. George Thomson was born in 1842 at Lower Head Row, Huddersfield. His father, William, a cloth merchant, came to Huddersfield from Scotland and, for a time, lived at Newhouse, Highfield. George was educated at 'Old Tatterfields' school in Ramsden Street and at Bramham College, York. At the age of sixteen he entered his father's warehouse and, four years later, the two started a cloth manufacturing business at Priestroyd Mills, Firth Street. In 1880, two years after his father died, the firm, William Thomson & Co. Ltd., moved to Woodhouse Mills, Leeds Road, the premises once occupied by John Whitacre of Sun Woodhouse.

Mr. GEORGE THOMSON.

Whilst still a young man, George had come to admire the ideas of some of the great Radical thinkers of the times and in particular Ruskin, Hollyoak and Hughes. Not surprisingly, he was a strong supporter of the Co-operative Movement and he became a popular speaker at co-operative and other social meetings which aimed at some improvement in the conditions of industry and the working classes. In 1886, with a confidence born of maturity, he determined to put his beliefs into practice and started a profit sharing scheme at Woodhouse Mills. Four years later, the business suffered heavy losses and was only saved when the employees voluntarily paid back their wages to help pay the shareholders. After this setback the fortunes of the company improved, the workers' contributions were paid back and the profit sharing scheme continued. After deducting five per cent for dividends to shareholders and ten per cent to the reserve fund the profits of the company were divided equally, half going to the employees and half to co-operative societies whose directors purchased goods from the firm amounting to £50 in any one year. By 1895, £1163 had been paid to the employees and £1097 to various co-operatives.

Profit sharing in a private company was unusual enough for the times but more was to follow. In 1893, an eight hour working day came into operation along with a non-contributory sickness benefit and pension scheme and in 1910 an annual paid week's holiday was introduced. Such a caring employer was, naturally, held in high esteem by his employees and, as a token of their respect, they presented George with a silver rose bowl to mark the coming-of-age of the partnership.

George Thomson, as might be expected, gave a lifetime's service to the affairs of the community. He was a member of the Huddersfield Chamber of Commerce, serving as President in 1902-03. For many years he was Honorary Secretary of the Mechanics Institute and, later, a governor of the Technical School. Always a keen co-operator he presided at the opening day of the twenty-seventh Co-operative Congress when it was held in Huddersfield in 1895. A vice-president of the Liberal Association, he was elected to the Borough Council in 1898 and served the Fartown ward for twenty years. In 1910 he was appointed Mayor of Huddersfield and reappointed for a second term the following year specifically to give him the honour of greeting King George V and Queen Mary when they visited the town in 1912. When he

retired from the Council in 1918 he was made Freeman of the Borough.

George Thomson died in 1921 aged seventy-eight. At his well attended funeral he was, with good reason, described as a man of vision and remarkable energy.

In the late 1920s Woodhouse Hall ceased to be a private residence and on 5th June 1929 it was opened as a school for delicate children by Margaret McMillan, the pioneer of open-air education.

In his admirable and learned essay 'Settlements in Huddersfield before 1800' (printed in 'Huddersfield a Most Handsome Town') George Redmonds says that the earliest reference to Woodhouse is found in 1383 and its earliest tenants were the Brooks. Commenting on the remarkable concentration of Brooks in the Fartown area in Tudor times and earlier Dr. Redmonds says: '...it is tempting to see all this deriving from the Brooks of Woodhouse.'

It has been suggested by local historian Philip Ahier that Woodhouse Hall was built on the site of the early Woodhouse but we are not convinced that this is so. On an estate map of 1797 Woodhouse is clearly marked close to Woodhouse Hill whilst on Jefferys' map of 1772 a building called Sun House is shown in a similar position. On neither map is there a building shown on the site of Woodhouse Hall. From all this it seems much more likely that the original Woodhouse evolved over the centuries into the house now called Sun Woodhouse.

CHRIST CHURCH (31)

Further up Woodhouse Hill, Christ Church, on the right, was built at his own expense by John Whitacre of Sun Woodhouse for the hamlets of Deighton, Fartown and Bradley. Whitacre's altruism was inspired, no doubt, by the example of his brother-in-law, Benjamin Haigh Allen of Greenhead, who, in 1819, built Holy Trinity Church, Huddersfield.

The first stone at Christ Church was laid by Thomas Walker of Berry-Hill near Mansfield on 24th June 1823 and the church opened for worship the following year. Around the same time Whitacre built the Gothic style vicarage across the road. Initially, the patronage of the church was vested in the founder and his heirs. The first incumbent was the Rev. Windham Carlyon Madden M.A. who was married to Whitacre's sister, Mary, and the second was the Rev. John Willis Crane who married Annie Madden, Whitacre's niece. In

1845, in order to obtain a permanent endowment from the Ecclesiastical Commissioners, Whitacre resigned the patronage to the Bishop of Ripon who, in 1851, appointed the Rev. Robert Crowe, then curate at Kirkburton, as the third incumbent. A tall monument commemorating Mr. Crowe's long ministry survives near the path on the south side of the church.

Two other monuments nearby are of interest. One of these commemorates Richard Oastler, friend of John Whitacre and the Rev. Madden, and praises his patriotism, his loyalty to the church and the oppressed and his fearless advocacy of 'all the hapless factory workers.' The other is a stone cross dedicated to the men who fell in the First World War. At its foot are several rough stones on which are recorded the names of the battlefields of France and Flanders where local men fought and died: Mons, Loos, Ypres, Givenchy, Somme, Neuve Chappelle, Arras, Bullecourt and Cambrat. Also commemorated are the sea battles Jutland and Falklands and the landings at Suvla Bay in Turkey.

Recently, we visited the quiet Hill 10 Cemetery overlooking Suvla Bay to pay our respects to local men of the Lancashire and Yorkshire and the Duke of Wellington's Regiments who fell so far from home. There on the Stone of Remembrance was the simple and moving inscription to be found not only in most C.W.G.C. cemeteries but also on this small cross at Woodhouse:

'Their name liveth for evermore.'

The names of ninety five men from this small area who lost their lives in the Great War are recorded on a brass plaque inside the church, beneath a stained glass window depicting Christ appearing on the battlefield to comfort the wounded and carry away the dead

THE BELLE VUE (O.D)

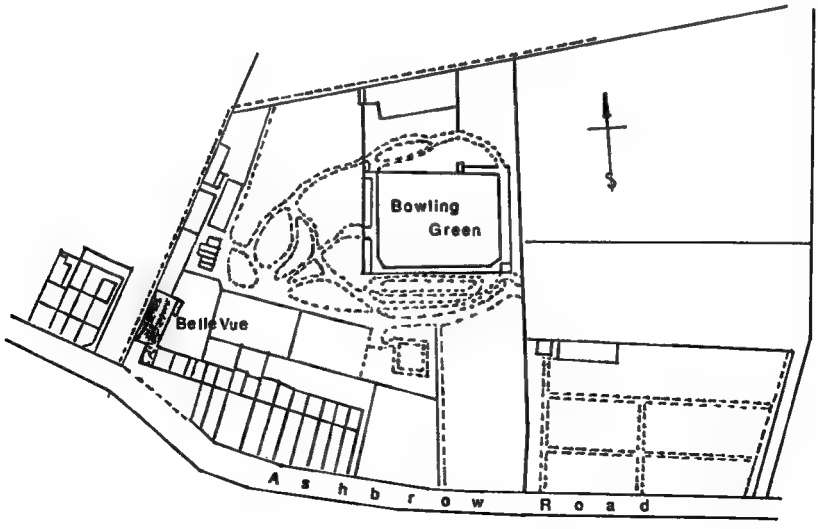
After the church, our tour continues straight ahead still following the old route to the north-east but at this point we include an option to look at the site of what was described in the 1870s as 'the most popular place of resort between Leeds and Manchester.'

To take the option turn left along Ash Brow Road and drive about a quarter of a mile to the Belle Vue public house, formerly the Belle Vue Hotel

and Pleasure Gardens.

Here, terraced gardens, laid out in the 1850s by John Aspinall who was the proprietor of the establishment for more than twenty years, once delighted the eye. Looking at the Belle Vue today there is nothing to remind us of those past delights except, perhaps, the lie of the land and the site of the bowling green (see plan). The latter was described in an advertisement as 'commanding a fine view, unequalled in the district, of the surrounding country, overlooking the town of Huddersfield and the far distant hills.'

On 17th July 1871 a Mr. Youens made an ascent from the gardens in his balloon, 'Stanley'. This may seem an unlikely name for a balloon but it was probably named after Henry Morton Stanley who was conducting his famous search for Dr. Livingstone in that year. Taking place, as it did, almost a hundred years after the first ever manned balloon ascent, this was not the first flight to be seen in Huddersfield (that happened in October 1828) but it was a rare enough event to attract curious and excited crowds and no doubt hundreds of people strolled along the flag-bedecked terraces and promenades that day, eagerly awaiting Mr. Youens' daring ascent.



Belle Vue c. 1880

In 1878, a new proprietor, George Hesketh, made extensive improvements to the hotel and gardens. Among his innovations were ornamental flower beds, rose gardens, rock gardens with alpine plants and glass houses containing what he described as a rare natural history collection. For children there were swings, roundabouts and rocking horses and he encouraged the newly fashionable pastime of 'pick-nicking' by providing hot water and cups and saucers. There was also a large open-air platform where customers could round off a delightful day in the country, dancing to the music of a brass band. Such was the Belle Vue in the high summer of Victorian England.

George Hesketh's stay at the Belle Vue was comparatively short for he left in 1884 to become proprietor of the Queen Hotel, Huddersfield. After his departure the pleasure gardens were less vigorously maintained. In 1901 a new tramway was laid from Fartown Bar via Bradford Road and Ashbrow Road to Sheepridge. Ironically, this new serviee which eertainly improved access to the Belle Vue also brought about its decline. Tramways tended to stimulate suburban development and soon after 1901 terrace houses began to appear in Ashbrow Road, some of them built on part of the pleasure gardens. By the 1920s only the bowling green remained of the former outdoor amenities.

Today, the bowling green is overgrown and disused, coarse grass and rough bushes grow where once roses, alpines and exotic plants bloomed and it takes great effort of the imagination to picture the scene as it must have been when Mr. Youens aseended in his balloon or when the young in heart danced the evening away to the accompaniment of a 'splendid' brass band.

From the Belle Vue drive back along Ashbrow Road and turn left into Sheepridge Road to rejoin the main route of the tour.

THE RIALTO (32)

Two hundred and ninety yards (266M) beyond Ashbrow Road the Catholic Church on the left was once the Rialto Cinema. Designed by J.H. Freer of Fenay Bridge the Rialto was the last pre-war cinema to be built in the Huddersfield area. The opening ceremony was performed by Councillor and Mrs. James Gregson on Thursday, 3rd November 1938. The film chosen for the occasion was Winifred Holtby's 'South Riding' and among those present at the ceremony was Miss Joan Ellum, a member of the cast.

WIGGAN LANE (33)

Two hundred and ten yards (190M) past the Catholic Church turn into Wiggan Lane on the left. It is here that the old route swings northwards to make its way across the edge of Sheepridge Common towards Toothill and the river crossing at Rastrick. The name 'Wiggan' was probably originally 'wiggin', an old north country name for the mountain ash.

The industrial buildings on the right hand side of Wiggan Lane, originally Wigganfield Mills, were for many years the premises of the Huddersfield Sanitary Steam Laundry, one of two large laundries operating in Sheepridge during the first half of the twentieth century. Soon after the old laundry, Wiggan Lane bears right and then left. This lower section remained undeveloped and unsurfaced until the 1920s when the bungalows on the right were built. The semi-detached houses on the left followed a decade later.

So far there has been no great feeling of age along the old route we have followed from Fartown to Sheepridge but at the bottom of Wiggan Lane notice the path straight ahead. This part of the old road remains much as it must have been in Ogilby's time, and it is full of interest. We therefore include an optional walk to Toothill at this point which not only offers a view of road conditions before the turnpike era but also allows a glimpse of the locality from what may be an unaccustomed view-point. The total length of the walk is about three miles there and back (see map p.47). Readers who do not wish to take the option should drive back up Wiggan Lane, turn left into Deighton Road and turn to page 51.

OLD LANE (O.W.)

Leave your car at the bottom of Wiggan Lane (taking care that it is secure) and follow the path ahead as it begins to climb gently uphill.

From here to Bradley Road the old highway is called Old Lane and the obvious question with such a name is how old is 'old'? The most likely answer is that the lane was so designated soon after it was eclipsed in the 1830s by the Wibsey, Low Moor and Huddersfield turnpike (the Bradford Road of today) which took travellers in much the same direction as the old highway although to a newer crossing of the Calder at Brighouse. Occasionally in our area an old house took the name of the highway near to which it was built

and it could be that the original name of the lane is preserved in the name of the house, Bradley Gate, soon to be seen on the right. In the north the word 'gate' for a street or road derives from the Old Norse 'gata'. It is most familiar in old towns but it was also used for routes across open country and there are several such to be found in the Huddersfield area, at Marsden for example and at Kirkburton, Kirkheaton, Farnley and Lepton. Invariably, old long distance highways undergo a number of name changes before they terminate and certainly the ultimate destination of this lane (or gate) would be perceived locally as less important than its more immediate destination, Bradley.

The 1854 O.S. map shows five buildings near to Bradley Gate (the house) two of which were on the opposite side of the lane. These are now gone but in summer their sites can be located by the abundance of nettles growing there. Stinging nettles are most interesting plants. They are greedy for phosphate and grow where people and their animals have lived and left their waste - in stables, barns and styes and in ash pits, privies and rubbish heaps. When people move out, their buildings may be demolished or just tumble down into ruin and disappear but the phosphate they leave behind lasts for hundreds of years in non-acid soil. Nettles are quick to colonise such phosphate rich areas and often they are the only obvious indicators of long abandoned living sites.

Beyond Bradley Gate and through the stile, Old Lane continues to climb between open meadows on the right and the eastern end of Lower Fell Greave Wood on the left. In winter and spring it is easy to discover the footings of a substantial wall which once separated the wood from the lane. A little higher up, the old hedgerow on the right has at least five species: hawthorne, elder, alder, sycamore and beech. Notice here evidence of layering, the age-old method of setting a hedgerow. About a hundred and twenty yards (109M) beyond the second gate there is, through a gap in the hedge, a fine view over Dalton Bank to Kirkburton, Whitley and Emley. Nearer, the modern houses across the field on the right stand on or near the site of Bradley Wood Sanatorium, an isolation hospital where victims of tuberculosis were treated.

As we are passing so close to the site of the sanatorium we include a short reminiscence by Mrs. Ellen Ramsden (former Matron of St. Luke's Hospital, Crosland Moor) who, as a young nurse, worked at Bradley Wood

during the 1940s. Mrs. Ramsden says:

> 'It was an old style sanatorium, open cubicles with a covered walk-way to give the staff a little overhead cover whilst working but open to the elements at the front. At the end of the cubicle ward there were four to six huts on the lawn occupied by men, one man to a hut. The accommodation was basic, very spartan.
>
> As there was no medication to treat tuberculosis at this time, treatment involved a long regime of bed-rest, fresh air and good food. It was not always successful.
>
> The cubicle doors were open all day but closed at night. The patients had high temperatures in the evening leading to quite severe night sweats. When the cubicle doors were folded back on cold winter mornings and the patients sat up to wash, steam would rise from their hot sweaty bodies.
>
> The advent of streptomycin in the early 1950s was the break-through in drug treatment which started the cure for T.B.'

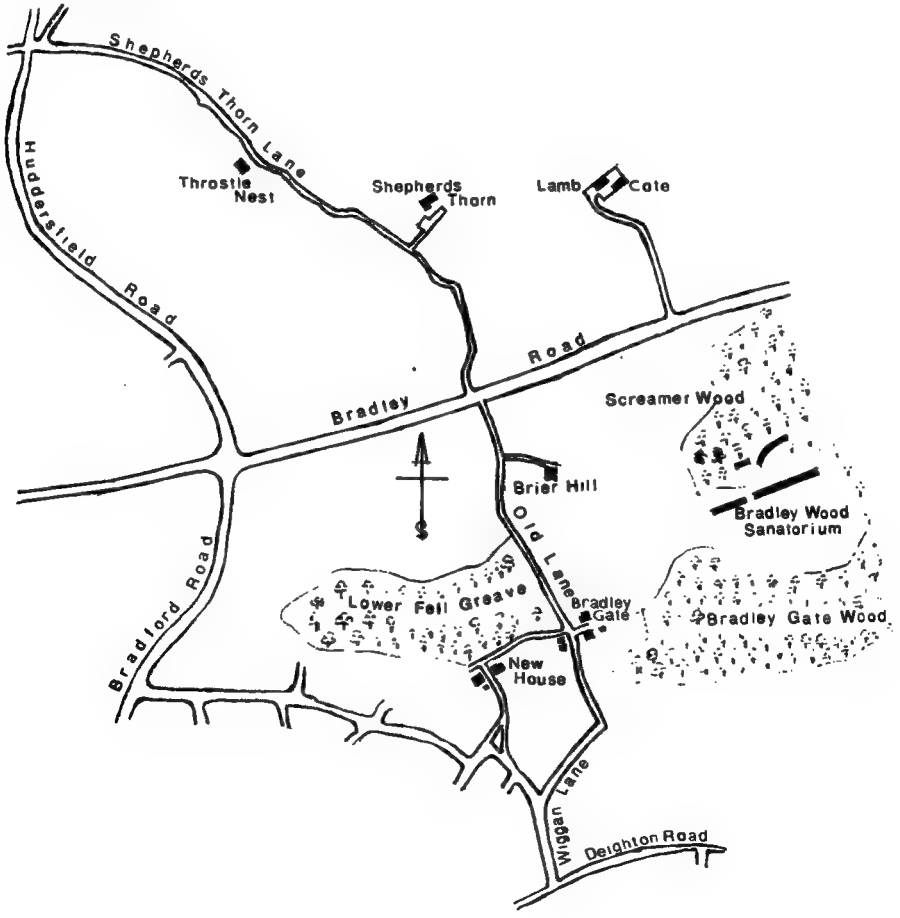
Continuing up the lane, about a hundred yards (91M) further on, a wide overgrown footpath once led to the small settlement of Brier Hill which stood some fifty yards (45M) to the right of Old Lane. Little remains of the buildings now but the site can be easily identified by an abundance of nettles.

After another tenth of a mile Old Lane reaches Bradley Road. This too is an ancient route, a section of an old north-south highway which, in 1759, was upgraded to become part of the Elland to Dewsbury turnpike. A bar house on this turnpike, which stood on the left hand side of Old Lane at its junction with Bradley Road, survived until the 1940s. It was presumably placed there to catch travellers entering the turnpike by way of Old Lane.

At the end of Old Lane we leave the unspoilt section of the old highway behind. For various reasons a number of changes have occurred in recent years along the next section but here and there pockets of the past remain and the route itself is for the most part unchanged.

From the other side of Bradley Road the old highway, now surfaced with fine aggregate, continues as Shepherds Thorn Lane. After skirting a large field on the left the lane picks up its previous north-easterly heading, the course unaltered since earliest times. Recently, however, the view to the right has changed dramatically. Where once were fields and pasture belonging

to Shepherds Thorn and Lamb Cote farms (see map) are now the tees, fairways, bunkers and greens of Bradley Park Golf Club. Lamb Cote farm has gone but Shepherds Thorn survives, the house dating from the early nineteenth century but built on an older site. About a quarter of a mile along the lane a wide path to the right leads to Shepherds Thorn but our route follows the narrow path to the left. The path soon widens out and the original width of the old highway may be seen between a high bank on the left and a low bank on the right. Here again in the hedgerow there are good examples of layering. From this part of the lane there are fine views towards Clifton and Brighouse.



All the way along Shepherds Thorn Lane the continual roar of traffic can be clearly heard and soon the source of the noise is reached. The motorway (M62) cuts across and destroys the line of the old highway for a short section but a bridge preserves the right of way. Once across the bridge turn left and, after seventy yards (64M), look back across the motorway to see how the lane on the opposite side aligns with the path ahead. It is at this point that we rejoin the old route.

Just beyond a field gate on the right the lane begins a steep descent to Bradley Park Dike. Here, until very recently, there was fine example of a raised paved causey. Causeys were laid to assist the passage of people and animals over difficult terrain and for obvious reasons they are often found where there is a steep gradient. Sadly, of the forty or so original stones only two now remain, the rest presumably having been thoughtlessly removed to make someone's garden path or patio.

In the valley bottom Bradley Park Dike, which is the boundary between Bradley and Rastrick, is culverted beneath the lane. From this point the lane has recently been surfaced to improve access to the camp in Bradley Park Wood. On the left, as the road begins to climb out of the valley, some low walls and an arched cellar are all that remain of the small settlement at Throstle Nest but in summer the extent of the site is, of course, marked by nettles. On the right, as the lane continues to climb, the raised verge of a causey can be seen but again only one or two stones survive. Near the top of the rise however, old stones have been re-set and at present the causey remains intact.

Soon, Shepherds Thorn Lane meets the turnpike road that superseded it, now, in this section, called Huddersfield Road. *This is the turn round point of the walk.* From the other side of Huddersfield Road the route of the older highway continues straight ahead along Toothill Lane for a short distance and then turns right down Toothill Bank to the old bridge at Rastrick where there has been a crossing of the Calder since at least the thirteenth century.

From the turn round point follow the same route back towards Sheepridge. On the way we include a short diversion to look at Newhouse Hall.

On reaching the houses at Bradley Gate take the narrow footpath to the right (marked by a red arrow on a wooden post) into Lower Fell Greave Wood. The footpath soon widens out and crosses a muddy stream by a modern footbridge. Across the bridge follow the path which skirts the bottom of the

wood and after about a tenth of a mile notice, on the left, Newhouse Hall, its mullions, string courses and finials proclaiming it to be a house of considerable age. Turn left along a narrow path which soon widens out into a track. Follow the track past the side of the house which may be glimpsed through the trees. Continue along the track for another sixty five yards (59M) and then turn left through a gap in a low wall. From here a distinct path leads back to Old Lane and your car.

NEWHOUSE HALL

Newhouse, like the other 'houses' in the area was, in its earliest days, occupied by a family of Brooks. During the sixteenth century several branches of the Brook family were engaged in the textile industry - a list of local manufacturers dated 1533 mentions five Brooks one of whom was Thomas Brook of Newhouse. In his will, proved in June 1554, Thomas Brook describes Newhouse as being recently built by himself. He was succeeded at Newhouse by his son, grandson and great grandson, all called Thomas. The fourth Thomas made extensive improvements to the original house including building the west wing.

It might be of interest to readers (especially any called Brook) to know that the tombstone of this Thomas Brook has survived and may be seen in the south east corner of Huddersfield Parish Churchyard near to the vestry steps. Its badly weathered but quaint inscription reads:

'Here resteth the bodie of Thomas Brook the Elder
of Newhouse gentleman who was buried November 17
Ao Dni 1638.
In the chvrch myllitant I fovt so vnshaken
That to the chvrch trivmphant I am taken
I am one oth Chvrch still
Greve not frends to know me advansed higher
Whilst I stayed I prayed
And now I sing in the quier. Act Svae 87

As the fourth Thomas Brook's eldest son, Thomas Brook 'the younger', had died unmarried in 1637 he was succeeded at Newhouse by his only surviving son, Joshua. Joshua Brook was the last direct male heir to live at

Newhouse. After his death in 1652 his widow, Sarah, lived there with her daughters and the family's status at this time is indicated by the fact that in the Hearth Tax of 1664 she paid tax on no fewer than eight hearths. Only one person in Huddersfield paid more tax than Mrs. Brook.

After Sarah Brook's death in 1683 the house and estates passed to her daughter, Helen, who married John Townley, and from her to her descendents the Wilkinsons and the Whites. In 1751 the house was sold to the Thornhill family who afterwards let it out to tenants. A century later it was purchased by Sir John William Ramsden who rebuilt the east wing. It was probably at this time that Newhouse became Newhouse Hall. When the Ramsdens sold their land and property to Huddersfield Corporation in 1920 Newhouse Hall was included in the sale and it remained council property until 1996 when part of it was sold to the von Mickwitz family. According to a recent newspaper account Mr. & Mrs. von Mickwitz are fully aware of the historical importance of the house and determined to carry out the structural work necessary to ensure its survival.

As with most old houses, there are many stories and legends attached to Newhouse. There is an unlikely tradition that Oliver Cromwell slept there after the Battle of Marston Moor in 1644 and a more believable account that the Luddites raided the house in 1812. The house is said to have a number of secret panels, behind which, of course, is hidden treasure. Secret chambers are supposed to have been used from time to time to conceal religious and political fugitives who used a secret underground passage to make their escape when danger threatened. Two murders, said to have been committed in the house at different times, went undetected as the bodies of the victims were concealed in the cellar and never discovered. And, of course, the house is haunted. In the mid seventeenth century, the story goes, a daughter of the house fell in love with a young man who lived at Toothill. Unfortunately, her father disapproved of her suitor and forbade the two to meet. Undeterred, the young man trained his dog to carry love letters to and from his beloved. One night her father discovered the dog and the letter it was carrying and with a stroke of his sword cut off the poor animal's head whereupon it immediately turned and ran headless through Fell Greave Wood. Discouraged, the young man left the district and his sweetheart, naturally, pined away and died of a broken heart. For many years after these supposed events the ghost

of a young lady was occasionally seen walking through Newhouse and the ghost of a headless dog terrified anyone rash enough to enter Fell Greave Wood on moonlit nights!

Hidden in its leafy hollow and unknown to many people in Huddersfield, Newhouse Hall, whatever the truth of the legends, represents four and half centuries of local history. We should be grateful therefore that there are people like Mr. & Mrs. von Mickwitz who are willing to shoulder a great financial burden to preserve what is of interest to us all.

Should our readers wish to know more about Newhouse Hall they will find a detailed account in Philip Ahier's 'Studies in Local Topography' which may be consulted at the local studies department of the Central Library in Huddersfield.

At the end of the walk drive back up Wiggan Lane and turn left into Deighton Road.

In about two fifths of a mile, shortly before turning into Whitacre Street, notice, in the garden of Deighton Working Men's Club, a war memorial dedicated to the memory of local men who were killed in the First World War. One hundred and fifty seven names are inscribed on the monument and they speak more eloquently than any words of ours could do of the sacrifice, heartbreak and futile waste of that terrible conflict.

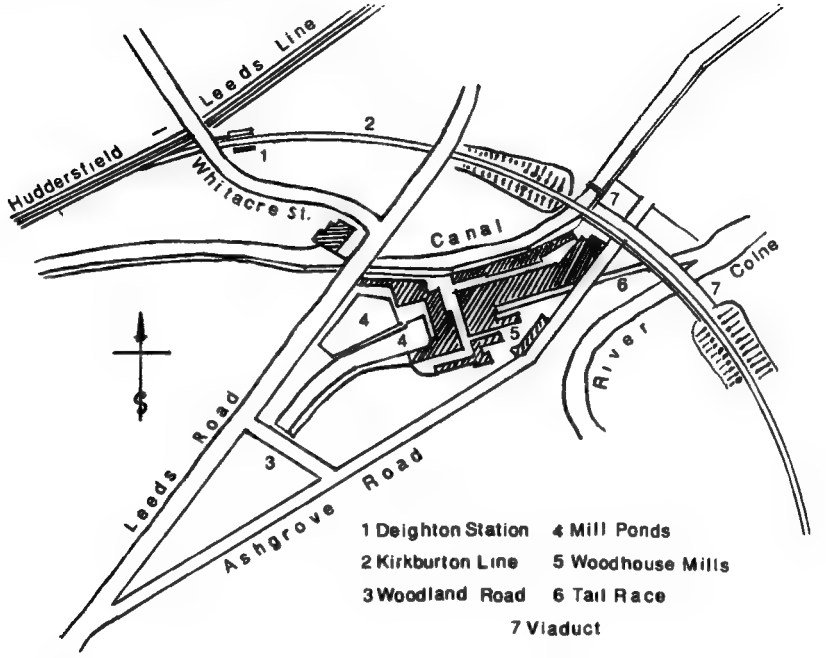
WHITACRE STREET (34)

It seems likely that Whitacre Street, which was constructed in the late 1860s, was so named in honour of John Whitacre of Woodhouse who died in 1869.

Between Deighton and Leeds Road, Whitacre Street crosses three railway lines, two of which are now defunct. The bridges crossing each line have the massive rock-faced stone parapets so typical of railway architecture and are easily recognisable. The first, about a hundred yards (91M) down the hill, spans the short-lived Midland Railway branch line which was completed in 1910 and abandoned in 1937 (see D.O.H.1.i.No.7).

A hundred yards further on, the second bridge crosses the main Leeds to Huddersfield line and it was somewhere in this vicinity that the first sod of Huddersfield's first railway was cut on 10th October 1845. The third bridge, which crosses the old Kirkburton branch line, can be seen soon after the

second, where the road narrows. Between the second and third bridges is the entrance to Deighton Station.



When the main line was completed in 1847 a footbridge, called Falls Bridge, was constructed on the site occupied by the present bridge to give access to the land on both sides of the railway. Falls Bridge had no approach roads and it was not until the late 1860s, when Deighton Station was opened on the Kirkburton branch line, that Whitacre Street was built to provide access to the station. The original Deighton Station was on the east (left hand) side of Whitacre Street. A steep flight of steps on each side of the line led down to the station from street level and although these have now been removed the old entrances can still be located by the slightly different wallstones and the concrete copings in the parapet on the left hand side of the road. Messrs. Ember Rentals Ltd., van and truck hire, now occupy the site of the old station, all traces of which have disappeared except for a short stretch of the platform almost hidden in the undergrowth. It was only after

the branch line closed that the present Deighton Station was opened as an unmanned halt on the main line.

The Kirkburton branch line opened on 6th October 1867 and, although the passenger service was withdrawn in 1930, it continued to be used by goods trains until 1965 (see D.O.H.1.i.No.80.). From Deighton the line described a wide arc across Leeds Road, the canal, the river and the lower Colne Valley and then continued in a southerly direction via Kirkheaton and Fenay Bridge, where there were stations, to Kirkburton.

The line was carried across the canal and the river by a seven arch viaduct which was approached on each side by steep embankments. The viaduct survives but, because of its secluded position, it is not well known. It may, however, be easily reached from this point of the tour and we give details of its location in our next option which also includes the site of Woodhouse Mill and a short walk to look at some interesting masons' marks on a canal bridge (see map p.52). Readers who do not wish to take the option should turn left at bottom of Whitacre Street into Leeds Road.

THE VIADUCT (O.D.W.)

At the bottom of Whitacre Street turn right into Leeds Road and after 220 yards (200M) turn left into Woodland Road.

In 1890 a tramline was laid along Woodland Road and Ashgrove Road to carry refuge to the sewage works. The project was short lived as the track was lifted in June 1902 just before the tramway system was electrified.

Stop just before the second lamp post on the left hand side of Woodland Road to look over the wall at Woodhouse Mill dam. In its early days Woodhouse Mill was water powered and because the fall of the river is slight in the lower Colne Valley it was necessary to dig a long head race to bring water to the mill wheel. A weir was constructed half a mile upstream and sluices were installed to control the supply of water along the goit to the dam. More sluices at the dam regulated the flow of water onto the mill wheel and the spent water was returned to the river by way of a much shorter tail race (see map) remains of which still survive. The long head race, however, disappeared many years ago.

Drive on to the T junction and turn left into Ashgrove Road.

Woodhouse Mill, which was owned by John Whitacre of Sun Woodhouse

and later by George Thomson of Woodhouse Hall, occupied the site now used for storing cars. Just before a short brick wall on the left, stop to look at the remains of the tail race which ran diagonally under the road to reach the river just beyond the viaduct. The tail race and the brick wall and, of course, the dam are all that remain of the once sizeable Woodhouse Mill.

Although it has been abandoned for thirty years the viaduct, built of Staffordshire blue bricks, is still a handsome structure. Its construction though was not without its difficulties. By January 1866 the first and second arches (to the left of Ashgrove Road) were completed up to the string courses, the timber centre supports having been removed some time previously. The other arches were, at this time, in various stages of completion. Early in February, a small subsidence of about two inches was noticed in the second arch and it was intended, after the other arches had been completed, to repair this section of the work. Unfortunately, a long period of heavy rain followed by a sharp frost further weakened the structure and at about two o'clock in the morning of 15th February the second arch fell pulling the first down with it. As a result of the collapse the canal underneath was blocked and closed to traffic for several days. Rebuilding started immediately and the viaduct was completed, without further incident, ready for the official inspection which was carried out on 13th September 1867.

To see the canal bridge and the masons' marks mentioned above leave your car in Ashgrove Road and walk along the rough path to the left which runs in front of the viaduct. At the canal bank turn left and walk a short distance along the towing path to Woodhouse Mill Bridge (the bridge under Leeds Road).

From earliest times masons incised their own particular symbol on the bed of the stones they dressed so that their work could be identified and paid for. The dressed stone would then be laid with the symbols concealed. Very occasionally, even in the most prestigious buildings, a mistake would be made and here and there in some of our great cathedrals it is possible to spot a mason's mark. However, on more modern, mundane canal and railway structures unconcealed masons' marks are fairly common and more than twenty have been identified along the Huddersfield Narrow Canal, many of them appearing over and over again on the various locks and bridges.

Although there are fewer marks to be found along the Ramsden Canal,

Woodhouse Mill Bridge on its own almost makes up for the lack, as a close inspection will reveal. This is, in fact, the only bridge we have found where there are masons' symbols on most of the stones. In addition and most unusually the numbers of the arch courses up to the eighth course at least are marked on the stones. As all the stones in an arched bridge are wedge shaped it must have been a deliberate policy to mark the face of each stone rather than the bed but the reason why this was done baffles even the one of us who spent many years in the building industry!

From the bridge return to your car, follow the same route back to the bottom of Whitacre Street and continue along Leeds Road on the main route of the tour.

LEEDS ROAD (35)

In 1765, an Act was passed authorising a turnpike road from Huddersfield via Bradley to Birstall where it would join up with a road from Leeds. For the most part this involved improving and widening existing roads but, unusually for the time, the section between Huddersfield and Bradley was a completely new route. With its construction Huddersfield for the first time gained direct access to the crossing of the Calder at Cooper Bridge (see D.O.H.1.ii.No.15). On a wider scale the new turnpike provided a through and fairly direct route from Leeds to Manchester via the turnpike road over Standedge.

Ninety yards (83M) beyond Whitacre Street the Kirkburton branch line crossed Leeds Road on its way to and from the viaduct. Although the bridge has gone the brick abutments remain and may be easily spotted on both sides of the road.

HOLLIDAYS (36)

Just after the railway bridge, the factory on the right hand side of the road perpetuates the family name of the man to whom must go the credit for establishing, nearly one hundred and fifty years ago, dyestuffs and chemicals as one of Huddersfield's principal industries (see D.O.H.1.ii.No.13). Read Holliday died in 1889, many years before this factory was founded, but the events that led to its foundation are of interest and we believe they are worth recounting here.

For seventy years, Read Holliday and his sons played an important part in the development of the chemical and dyestuffs industry and their factory at Turnbridge grew and prospered. In April 1901, the last of Read Holliday's five sons, Robert, died and he was succeeded as Chairman of the Company by Mr. (later Sir) Joseph Turner who had joined the firm in 1881 at the age of twelve. Six months later, Read Holliday's grandson, Lionel Brook Holliday, joined the Board.

L.B. Holliday, son of Read Holliday's eldest son, Thomas, was born in 1880 and he was destined from birth to follow his grandfather and father into the family business. After leaving his public school, Uppingham, he was sent to Owens College, Manchester, one of only two institutions in the country at that time specialising in teaching chemistry. From there he proceeded to Germany where he completed his education at Bonn University. Thus he received the best scientific and technical education available at the time. After he joined the Board of Read Hollidays in 1901 he was instrumental in helping the company towards a new prosperity and doubtless he would have succeeded as Chairman of the Company had not a world war intervened.

During the early years of this century, although dyestuffs production increased in this country, the undoubted leader in the field was Germany where the system of technical and scientific education and research was far superior to that in Britain. In 1914 it was stated that three quarters of the dyestuffs used in this country was produced in Germany and when war broke out between the two countries, in August of that year, the cessation of supplies of German dyes resulted in a great deal of panic. At Hollidays, for example, the pressure for a dye called Sulphur Black was so great that, late in 1914, customers waited with their own carts at the gates of the Turnbridge works and accepted unground, untested Sulphur Black lumps as they were knocked hot out of the drying trays. Like most emergency steps this was unsatisfactory as the lumps rapidly decomposed, became acid and lost strength while some casks actually burst into flames in the dyehouses. The shortage of dyes was such that obtainable prices frequently made it more profitable for a dyer to sell his dyes than to use them. It was well known at Hollidays, for example, that one dyeing group made £80,000 in one year by selling on their dyes.

Such a situation led to searching political and press comment as a result of which the Board of Trade announced, in December 1914, that the

Government was prepared to assist an effort to establish a factory for the large scale manufacture of dyes and intermediates. This resulted, in July 1915, in the amalgamation of Read Hollidays with Levinsteins of Manchester under the name British Dyes Ltd. Sir Joseph Turner was appointed manager of the new company and L.B. Holliday was offered a place on the Board. Holliday however did not take up the offer as, at the outbreak of war, he had immediately joined the army, serving with the Duke of Wellington's Regiment in France where he soon achieved the rank of Major.

In early 1915, the shortage of supplies of explosives in this country was extremely grave and this situation made Holliday, with his technical knowledge, an extremely valuable man. Consequently, at the suggestion of Lord Moulton, then Head of the Department of Explosive Supply, Holliday was recalled from France and asked to undertake the manufacture of picric acid. As it had been his intention to carry on the family name in business after the war he readily agreed.

Late in 1915, the Government built a small factory on an isolated site at Bradley (now part of the sewage works) and work commenced under Holliday's management on the manufacture of the explosive. In its first year the factory produced one hundred tons of picric acid per week which was conveyed to the Royal Arsenal, Woolwich, every night by special train.

Simultaneously Major Holliday acquired the site here at Deighton from the Ramsden Estate. His intention was to eventually fill the site with a dyestuffs factory. Manufacture at Deighton commenced early in 1916 and during the period of the war the Major, as he was invariably known, with a total labour force of thirty, produced a number of wool dyes specifically made for the dyeing of uniform cloth.

The site at Deighton was ideally situated as it was adjacent to the main Leeds Road and the railway, canal and river. It was not long before the firm had its own private railway sidings and the canal was used during the war by barges bringing acid from Widnes and nitro toluene from Castleford. After the war the canal continued to be used to bring in intermediates, mainly from Germany, and its use only ceased during the Second World War.

Throughout the inter-war years the firm grew steadily as more plant was erected and new processes were introduced. The total labour force rose during this period from thirty to more than seven hundred. By the early 1930s the

pay of the process workers had risen from the sixpence per hour of the war years to elevenpence per hour. During these years the Major played an important and active part on the two committees formed to regulate the dyestuffs industry in this country.

During the Second World War Hollidays once again contributed to the country's war effort when the Government built a small plant at the factory for the manufacture of Carbonite which was used in explosives to slow down the reaction of the explosion. After the war, sales of dyestuffs and intermediates increased annually and new markets were found all over the world as the firm kept well apace with all the new developments in the synthetic dyestuffs field.

Major Holliday, a lover of horses, maintained several teams of dranght horses for carting products direct to local dyehouses and, long after wagons had taken over the delivery work, horses continued to be used for moving goods within the factory. It was said of the Major that if he discovered any of his horses in a distressed condition he would instantly dismiss the teamster responsible.

Major Holliday was a well known and successful breeder of race horses and his ambition to win a classic race was achieved on 1st June 1951 when his horse, Neasham Belle, ridden by Stanley Clayton, won the Oaks at Epsom. On 9th July 1951, to celebrate his win, the Major took his entire workforce to Blackpool where he provided lunch and tea at the Winter Gardens - an event that perhaps one or two of our readers will remember.

Shortly before his death the Major became involved in a legal argument between Huddersfield Corporation, Imperial Chemical Industries and his own firm. Hollidays had always taken water out of the river Colne for cooling purposes and put it back downstream. In the early 1960s the Corporation decided to apply for an Act of Parliament (the Huddersfield Water Act) to allow I.C.I to do the same. But the situation of the I.C.I. works, only a few hundred yards up stream from Hollidays, meant that had this been allowed the cooling water, when it reached Hollidays, would still be warm. The Major decided to fight, maintaining that such action would be detrimental to his firm's interests. After much discussion and advice from independent engineers, I.C.I's engineers declared themselves impressed with Holliday's arguments and the case was as good as won. Sadly, Major Holliday died

before the proposal was finally dropped.

Lionel Brook Holliday died on 17th December 1965 and control of the firm passed to his son, L. Brook Holliday. By 1980 the firm was in difficulties and in October 1981 the bank called in the receivers. Messrs L.B. Holliday and Sons Ltd., closed down in February 1982. When the assets were gathered in all creditors were paid in full. Shortly afterwards new owners started trading as Hollidays Dyes and Chemicals Ltd., and thus the name Holliday remains prominent in the synthetic dyestuffs industry of Great Britain.

OAK ROAD (37)

After the chemical works, continue along Leeds Road and in three quarters of a mile look out for the Woodman Inn on the right. Just after the inn fork left into Oak Road (s.p. Colnebridge and Kirkheaton) which was part of the 1765 turnpike. This short section was replaced in 1824 by the present main road which follows a straighter route between the Woodman and the White Cross Inn at Bradley.

In Oak Road notice, on the left, a charming mid-eighteenth century cottage. This, according to the authors of 'On the Trail of the Luddites', was once a beerhouse where local Luddites met and plotted their attacks.

At the end of Oak Road turn right into Bradley Road and continue down the hill to the traffic lights. Bradley Road, part of an old north-south route, was turnpiked following an Act of 1759 'for the repairing and widening of the road from Dewsbury to Ealand.' Notice to the left, the White Cross Inn built at a convenient place to serve both the Leeds and Dewsbury turnpikes.

The traffic lights at the bottom of Bradley Road stand on a site once occupied by the Bradley tram terminus waiting room, a wooden octagonal building with a conical roof and arched windows. Such shelters, always painted olive green, were a familiar part of Huddersfield's tramway scene. They were much appreciated by passengers and never subjected to the mindless vandalism inflicted on so many of our modern bus shelters.

Steam trams started running from Huddersfield via Northgate and Leeds Road to Bradley on 15th April 1892. The terminus was in front of the White Cross Inn where a turning circle was laid, one of only two in the entire local tramway system, the other being in St. George's Square. Ten years later the line was electrified and the first electric tram ran to Bradley on 13th July 1902.

BRADLEY 'CO-OP' (38)

Branch number ten of the Huddersfield Industrial Co-operative Society opened in Bradley in 1875 in a rented cottage. This served until 1889 when the directors of the Society were confident enough to build new premises at the corner of Leeds Road and Colne Bridge Road. The new store was designed by Joseph Berry the Society's favoured architect. Over a hundred years later the building, now occupied by Mill Carpets Ltd., is little changed and the original loading door, landing and cat-head have survived. The undoubted success of the Co-operative movement was due in no small part to the dividend paid to customers; when branch number ten opened, for example, the dividend was a generous three shillings in the pound.

COLNE BRIDGE ROAD (39)

It is at Colne Bridge Road that our tour joins the second branch road mentioned in our introduction. On his map Ogilby notes a road at Almondbury leading to Colne Bridge. Although he gives no details of its course it is likely that the branch followed the present day Bank End Lane, Greenhead Lane, Dalton Green Lane, Nettleton Road and Dalton Bank Road to Colne Bridge. This route which afforded access to the bridges over the Colne and the Calder would be a local outlet from Almondbury to the market towns in the north east. Of course, as we follow the old route to Almondbury we are travelling towards the London Road rather than away from it as we did at Hillhouse.

Immediately after entering Colne Bridge Road notice the terrace houses on the left. In the mid-nineteenth century, long before the houses were built, a small colliery, called Upper Staith Coal Pit, was operating here. Horse drawn carts carried the coal along a wooden train road to a small wharf on the nearby Ramsden Canal where it was loaded on to coal barges. The tram road is, of course, long gone but the line it took has been preserved, probably inadvertently, in the gap between the last terrace house and the Working Men's Club.

A little further on, to the right of a new traffic roundabout, the site of Colne Bridge House is now almost obliterated. The house, a handsome Georgian residence which sat comfortably in its large wooded gardens, was recently demolished in the face of some local opposition. In the early

nineteenth century Colne Bridge House was occupied by Thomas Atkinson, a member of a wealthy family of mill owners, who had their roots in Cumberland. Atkinson was one of the first local mill owners to make use of shearing frames when he installed them in his factory at Bradley Mills in 1800. Like his friend, William Horsfall, Atkinson was outspoken in his condemnation of the Luddites and their machine breaking activities and in 1812 the lives of both men were threatened in a letter directed to Mr. Justice Radcliffe at Milnsbridge. The letter, signed 'General Snipshears', stated that '...those who are among our greatest persecutors, Mr. Horsfall and Mr. Atkinson will soon be numbered among the dead.' It was received by Mr. Radcliffe on 27th April 1812 the day before William Horsfall was murdered at Crosland Moor by four Luddites. Atkinson, however, was spared probably because the assassins prudently decided to lie low to avoid the hue and cry raised after Horsfall's murder.

After the traffic roundabout the road passes over the railway and the Ramsden Canal. Our next option offers a short walk to see the confluence of the rivers Colne and Calder, the entrance to the canal from the river at lock number one and the site of Colne Bridge Mills where a disastrous fire in 1818 killed seventeen girls. Readers who do not wish to take the option should continue along Colne Bridge Road and turn right at its junction with Dalton Bank Road.

RIVER AND CANAL (O.W.)

Just after the canal bridge turn left into an unnamed road, drive past the buildings on the right and park by the side of the river. Walk along the metalled road, keeping the river on the right, and then take the wide rough footpath towards a metal bridge. Continue along the path under the railway bridge and at the far side of the bridge walk over the rough ground on the right to a metal rail from where there is a good view of the confluence of the two rivers.

To anyone coming upon the scene for the first time this wide stretch of water (often complete with swans) will be a pleasant surprise, a placid, almost rural prospect in what is predominantly an industrial area. It must be admitted, however, that if the wind blows from a certain quarter one's enjoyment of the scene may be tempered by the pervasive emissions coming from the nearby

sewage works.

An interesting event took place here on Wednesday 1st August 1866 when a life boat was launched on the River Calder near to the confluence. Public subscription had raised the thousand pounds necessary to purchase and equip the boat and before the launching it had been paraded round the town. The ceremony was performed by a Miss Cresswell who named the boat *Huddersfield* on behalf of the women of Huddersfield. After the vessel had been put through its paces to the satisfaction of the spectators it was taken by road to its permanent station at Happisburgh, Norfolk.

Before leaving the confluence notice a single storey house on the opposite side of the river. This stands on the Cooper Bridge Cut, part of the Calder-Hebble Navigation. Unlike a canal, which is a wholly artificial waterway, a navigation is a river made navigable by the provision of locks and short artificial channels, often called cuts. The Calder-Hebble Navigation dates from 1758 when an Act was passed authorising improvements on the River Calder from Wakefield to the River Hebble at Sowerby Bridge. As part of the improvements the Cooper Bridge Cut was constructed to avoid a shallow unnavigable bend in the river. Entry to and exit from the cut at the south east end is through a lock some eight feet deep and the house mentioned above, which stands hard by the lock, is an excellent example of an early lock keeper's cottage.

The navigations and canals of the eighteenth and early nineteenth centuries played no small part in the industrial evolution of the country. Before the advent of railways and modern roads the quickest and most reliable way of transporting goods was by water and as early as the sixteenth century the limits of navigation on some rivers had been extended by the development of locks. As industry expanded in the mid eighteenth century engineers such as Brindley and Telford recognised the possibility and profitability of extending the system by constructing canals to reach industrial centres far removed from navigable waterways. Because water offers little resistance to movement and because towing paths have no significant gradients a single barge horse could pull a large heavy load which, if taken over the steep, muddy, rutted roads of the times, would have required several teams of wagons and horses. Of course, canals have their drawbacks as ice in winter and water shortage in summer can temporarily bring traffic to a halt but

nevertheless they proved a cheap and reasonably swift method of transportation and for a short period they became the industrial arteries of Britain.

Profits from early navigations were enormous. For example, in 1788 shareholders in the Aire and Calder Navigation were receiving dividends of twelve percent; by 1820 dividends had risen astronomically to two hundred and seventy percent. Such profits naturally stimulated other navigation and canal enterprises and the years between 1780 and 1820 have been described as the time of canal mania. Canals in the north of England constructed during those years include the Sir John Ramsden, the Leeds and Liverpool, the Rochdale and the Huddersfield Narrow, none of which was to be as profitable as the early navigations.

Walk back to the path and follow it to the right to the canal bank. Turn right and walk along the towing path to lock number one on the Sir John Ramsden Canal where several interesting features may be seen from the lock-tail bridge.

The opening of the Calder and Hebble navigation in 1758 put Huddersfield within reach of a navigable waterway but the four mile road journey to Cooper Bridge and the transfer of cargo from wagon to barge was costly and time consuming. Consequently, by Act of Parliament dated 9th March 1774, Sir John Ramsden and his trustees were authorised to construct a canal from the Calder at Cooper Bridge to a terminus near the King's Mill at Huddersfield. The work, which was completed in 1780 at a cost of twelve thousand pounds, resulted in a broad canal approximately three and a half miles long with a total rise of ninety three feet through nine locks. The overseer for the whole project was Luke Holt, well known locally as a bridge and navigation engineer. With the Ramsden Canal, Huddersfield gained a direct and advantageous link with Wakefield, Leeds, the Midlands and the east coast ports and although transport was slow by modern standards it was more reliable and cheaper, at one and sixpence a ton, than moving goods over the difficult roads of the times.

With the advent of railways the importance of canals declined but, unlike the Huddersfield Narrow, the Ramsden Canal remained navigable and continued to be used commercially until the 1940s.

Interest in the country's inland waterways revived in the 1960s as a result

of the growing popularity of pleasure boating. However, the Ramsden Canal, in the heart of the industrial West Riding was little regarded and it was not until September 1970 that the first pleasure boat, 'Constancy', on passage from Market Drayton, came to Huddersfield via the Leeds and Liverpool Canal, the Aire and Calder and Calder and Hebble Navigations and, of course, the Ramsden Canal. Her journey along the latter was not without incident as the locks were difficult to operate, rubbish in the water fouled the propeller and the abundant weeds caused the water-cooled engine to fail several times. Unsurprisingly, after two miles the engine would take no more and, as nightfall was approaching, desperate measures were called for. Fortunately, two temporary but intrepid members of the crew, J.R. and C.R. Beswick, volunteered to haul the boat for the last mile to Aspley Basin and thus journey's end was achieved.

Since then the canal has been improved and today it is quite common to see boats working their way towards Huddersfield, especially in September when there is a well attended annual canal festival organised by the Huddersfield Canal Society.

From the lock tail bridge notice a long weir a little downstream from lock one. This was built to ensure an adequate depth of water in front of the lock for craft entering or leaving the canal. Becanse the river below the lock is unnavigable boats heading down stream for Wakefield and Leeds must first travel upstream (under Leeds Road) for short distance, enter the Cooper Bridge Cut through a storm lock at the north east end and rejoin the lower reaches of the river through the lock at the south east end.

A close examination of the cottage at the side of lock one reveals features that suggest that the building was originally constructed as a warehouse with, perhaps, living accommodation for the lock-keeper under the same roof. The most obvious clue is the blocked up taking-in door once used to give access to a warehouse which probably occupied the entire first floor. On the front of the building, notice that the present central doorway was originally a much wider opening. This suggests that the left hand side of the ground floor was also used as warehouse space whilst the right hand side, once entered through the blocked up doorway, would have been the living quarters of the lock keeper and his family.

Only one other lock keeper's cottage was built on the Ramsden Canal

and this too survives. It stands at the side of the top lock at Red Doles and is probably of a later date than the cottage here. There are no indications that it was ever used as a warehouse.

COOPER BRIDGE

One of the most obvious features to be seen from the lock tail bridge is the important road bridge which carries Leeds Road over the Calder. The present handsome structure is, clearly, a bridge of the 1930s but it stands on or near the site of a much earlier river crossing. Most local historians agree that the name 'Cooper' is a corruption of Cowford (which would be pronounced locally as Cooford) and if this is so then the earliest crossing of the Calder in these parts would be by ford.

This first bridge near to the Cowford was erected by the monks of Fountains Abbey who during the twelfth century acquired extensive lands in Bradley. Their business interests, which included grazing sheep, burning charcoal and mining the Black Bed Ironstone, were supervised by their agent from the monastic outpost at Bradley Grange. The monks had, of necessity, to build bridges to open up their estates and the bridge at the Cowford was in place before 1200. As long as the estate was profitable the timber bridge would be kept in good repair but by the fourteenth eentury the monks' interest in Bradley must have declined for there was, at that time, a dispute between the Manor of Wakefield and the Abbot of Fountains concerning the ruinous state of the bridge. At a Manor Court held in 1310, for example, the bridge was described as '...broken and in ruin to the grave damage of these parts and the great peril of men and animals crossing it...'. Despite frequent injunctions issued by the Court to amerce and distrain the Abbot the dispute dragged on and as late as 1366 the then Abbot was amerced six shillings and eight pence '...for not repairing the bridge over Keldre.'

Nearly three hundred years later 'Cowper Bridge', which by then had become the responsibility of the West Riding of Yorkshire, was still a matter of concern to the authorities. In April 1638 an order issued by the West Riding Court of Quarter Sessions described the ruinous state of the bridge and declared that it '...very necessarily ought to be built of stone.' Work began later that year and resulted in a bridge with a paved roadway thirteen and a half feet wide supported by two piers with cutwaters, between three

arches. Cutwaters, triangular stone projections built at the bases of piers, divide the current, thus reducing damage from erosion and debris.

Towards the end of the eighteenth century the bridge was widened and thereafter, well maintained, it served its purpose until 1936 when it was replaced by the bridge we see today.

Leave lock number one and walk along the towpath under the railway bridge and past lock number two towards the road bridge over the canal.

A hundred yards (91M) after leaving lock one notice a flat overgrown area in front of a pylon on the opposite side of the canal. This is the site of a small wharf where the short tram road from Upper Staith coal pit terminated.

Whilst walking under the railway bridge notice the stone abutments of the original line built in 1847 and the blue brick abutments built c. 1884 when the line was widened.

COLNE BRIDGE MILL

Just beyond lock two a low wall along the towing path is all that remains of Colne Bridge cotton mill where, until the 1960s, many of the inhabitants of the once populous hamlet of Colne Bridge found their livelihood. It was an earlier Colne Bridge mill, owned by Thomas Atkinson of Colne Bridge House and situated nearer the river and road, that became notorious in 1818 when it was destroyed by fire and seventeen young girls died.

On Saturday 14th February 1818 at five o'clock a.m. a ten year old boy, James Thornton, was sent down to the card room in the mill to collect some rovings. Unfortunately, he lit his way with a naked candle instead of using the glass safety lamp provided for the purpose. One of the overlookers saw James disappearing with his candle and, realising the danger, ran after him. Sadly, he was too late to prevent the calamity for as he entered the card room he saw that several skips of oily cotton and card laps were already ablaze.

The overlooker retreated, closely followed by James Thornton who, panic stricken and distressed, dashed up the stairs and out of the building. So rapid was the progress of the fire that when a girl who was following close on James' heels reached the landing, the floor gave way and she dropped through into the flames. Two minutes after the fire started the stairs were ablaze and the conflagration quickly spread to the top floor and engulfed several thousand pounds of cotton stored there. The situation of the children trapped in the

upper rooms (strong local tradition holds that they were locked in) was now desperate. In an attempt to reach them, a ladder was placed against a small window at the end of the factory farthest from the seat of the fire but when the window was broken a dense column of smoke and flames drove the would-be rescuers back. No sound was heard from the children and it is likely that they were already dead, suffocated by the fumes from the burning cotton. Less than half an hour after the fire started the roof and floor fell and any lingering hope that some of the children might be found alive gave way to despair.

Of the twenty-six persons at work in the mill that night, nine escaped and seventeen perished.

Those who escaped were:

William Smith	aged 60	Mary Hay	aged 12
James Sugden	40	Sarah Moody	11
Dolly Bolton	35	David Sugden	10
Mary Smith	20	James Thornton	10
Esther Brook	18		

Those who died were:

Betty Moody	aged 18	Mary Dutton	aged 12
Nancy Carter	18	Ellen Stocks	12
Sarah North	18	Frances Sellers	12
Sarah Sheard	15	Betty Stafford	11
Mary Laycock	15	Abigail Bolton	10
Mary Denton	14	Martha Hey	9
Sarah Heeley	14	Mary Hey	9
Mary Moody	13	Betty Drake	9
Ellen Haylack	13		

The three Moodys, one of whom escaped and the other two who perished, were sisters; all the other children were from separate families.

The remains of fifteen of the children were buried together in Kirkheaton churchyard where their gravestone may still be seen. The other two, Sarah Sheard and Betty Stafford, were never found. In 1821 a tall impressive monument listing the names of all the dead was erected near to the grave. The monument was restored in 1968 to mark the Centenary of the Trade Union Congress and it serves as a graphic reminder of the times when it was

accepted that children not only worked full time in local factories - where fire precautions were unheard of - but also worked through the night.

THE CANAL BRIDGE

The road bridge over the canal was built in 1775 and, apart from the roadway being raised and levelled in 1847, it remained much as it was for over two hundred years. As the years went by the bridge was carrying more and much heavier traffic than was ever intended and by the 1980s tell-tales inserted in the parapet revealed that it was subsiding. As the date stone in the voussoirs shows, the bridge was strengthened and widened in 1988 and, as a result, the old parapet on the Cooper Bridge side disappeared from view behind the new work.

Walking under the bridge it is easy to recognise the two phases of building but notice also a concrete insertion in the roof of the older arch where the original date stone of 1775 was set. There are also a few masons' marks to be spotted in the older structure.

On the Bradley side, the bridge remains in appearance much as it ever was and a couple of links with the past may be seen, one in the form of a few blue bricks inserted to replace stones worn by the leading ropes of barge horses and a flat steel plate fixed to protect the bricks. More obvious is the old stone dating from the year after authorisation for the canal was obtained, which was removed from its original position and reset here in 1988.

Walk back under the bridge and turn right along a narrow footpath.

From the end of the footpath notice ahead and slightly to the right a modern aluminium clad building. This stands on or near the site of the factory destroyed by fire in 1818. Before the mill, the site was occupied by an iron forge which was established in the early years of the seventeenth century and continued working for some two hundred years. In 1620, Colne Bridge Forge was the scene of an affray when Arthur Pilkington, lord of the manor of Bradley, and a number of his tenants assembled on Colne Bridge and mounted an attack on the ironmaster, Thomas Barneby, and his workmen in an attempt to dismantle the works, destroy the dam and stop the watercourse. Apparently this dramatic action was the result of a serious disagreement between Pilkington and Barneby over the terms of the lease. Details of the attack were discovered by local historian Dr. George Redmonds and should

readers wish to know more they will find a full and fascinating account in his book 'The Heirs of Woodsome' (1982).

Colne Bridge Forge was not the first in the area and, indeed, it is possible that it replaced an earlier forge on the same site. From earliest times an iron industry was likely to develop wherever there was an accessible source of ironstone and an adequate supply of timber for charcoal production. Until circa 1500 iron was produced by the bloomery hearth method whereby iron ore and charcoal were combined in a clay furnace fanned by hand bellows. The metal was then repeatedly reheated and subjected to vigorous hammering in order to remove the slag. The resulting slag free bars of iron were called blooms. Charcoal was the only fuel used in iron production until the eighteenth century, continuing in favour even after Abraham Darby in 1709 had carried out successful experiments using coke as the purified smelting fuel. Around the year 1200 water powered hammers were developed for beating out the semi-molten ore and access to controllable rivers and streams became important.

It is known that in the thirteenth century the monks of Fountains Abbey exploited the Black Bed Ironstone at Bradley and that they were granted rights in the woods at Bradley to take wood for charcoal. Abbey records also show that they operated a forge in the vicinity of Colne Bridge and it is quite feasible that it was sited here at the side of the river and near enough to the highway to facilitate transport of the finished product.

From the end of the footpath turn left and walk back to your car. Drive back to Colne Bridge Road and turn left and then right into Dalton Bank Road to rejoin the main route of the tour.

COLNE BRIDGE (40)

N. B. As drivers tend to go too fast for the road conditions over Colne Bridge and along Dalton Bank Road it is difficult to drive slowly or stop in this area. Readers, therefore, might prefer to explore Colne Bridge and its environs - carefully - on foot and should be prepared to drive with greater caution than usual to the end of Dalton Bank Road.

After the bridges over the railway and the canal a third bridge carries Colne Bridge Road over the river. The earliest bridge here was, like Cooper Bridge, erected in the late twelfth century by the monks of Fountains Abbey.

These two bridges, which for the first four centuries of their existence were

flimsy wooden structures, are the earliest recorded in the Huddersfield area. In 1752, a book listing the bridges maintained by the West Riding describes Colne Bridge as 'a very good bridge'. By that time it was stone built and had a humped roadway, thirteen feet wide, supported by a central pier between two arches. The pier had cutwaters on both sides. In 1801, the bridge was doubled in width and it is obvious when viewing it from below that the new work was carried out on the north east (downstream) side as the chamfered voussoirs in the arches are of a later style than the plain voussoirs at the other side. Today, despite carrying much more and much heavier traffic than could have been imagined at the time, Colne Bridge remains much as it was in 1801 when George III was King and the country was at war with Napoleon's France.

SETTLEMENT AT COLNE BRIDGE (41)

It is likely that some of the first cottages in the Colne Bridge area made their appearance in the seventeenth century, built to house workers at the Colne Bridge iron forge. By the second half of the nineteenth century there were houses on both sides of Dalton Bank Road, many of the occupants of which worked in the nearby textile mills, and the small community, known as Colne Bridge, was served by a public house, a Primitive Methodist Chapel and one or two small shops. A hundred years later, as the textile industry declined and mills closed people moved away and today all the buildings shown in our illustration (p.70) have gone.

Immediately after turning right into Dalton Bank Road notice the trees growing on the rough ground on the right. Here, on the corner of Colne Bridge Road and Dalton Bank Road there was once a small general store - a typical corner shop - and beyond, two short terraces, called The Landings, which were two storeys high on the road side and four storeys high on the river side. The houses facing the road were built 'back to back' with houses facing the river. Access to the latter in each terrace was by means of a through passage onto an iron balcony or landing which ran along the back of the terrace and which accounts for the name of the buildings. Below the balcony the two lower storeys, which were separate dwellings, had their entrances only a few feet above river level and must have been susceptible to flooding. Such 'back to back' and 'over and under' houses made maximum use of a small site at minimal buildings costs. Sandwiched between the two terraces was a Primitive Methodist Chapel, a small four-square building, one storey high at the front and two storeys high at the back. The houses and the chapel were demolished in the late 1960s and all that remains today to remind us that this was once a busy living site are two stone gate posts, probably the entrance to the chapel, and a few footings and stone flags hidden in the undergrowth and nettles.

THE SPINNERS' ARMS (42)

The Royal and Ancient public house on the left was, until a few years ago, called the Spinners' Arms. It is obviously a building of the 1930s but it replaced an earlier Spinners' Arms on the same elevated site. The car park to the left of the pub and the high retaining wall cover part of the site of the

long row of terrace houses shown in our illustration.

An ugly incident occurred outside the Spinners' Arms on 29th December 1872 when a gang of at least fifteen men swarmed out at closing time, shouting and swearing. They were approached by Police Constable William Preston who suggested they go home quietly as it was Sunday. Immediately the mob turned on the constable, knocked him to the ground and kicked him insensible. His colleague, P.C. Johnson, was also attacked. Later, five men, deemed to be the ringleaders, were arrested and appeared in court on 8th January 1873. The Chairman of the Magistrates told the accused that he considered a fine would be insufficient punishment for such brutal behaviour and sentenced them to three months hard labour. According to an Examiner report of the proceedings the sentences created 'a considerable sensation' among a large number of people in court, presumably the relatives and friends of the guilty men.

THE MIDLAND BRANCH LINE (43)

A fifth of a mile beyond the Spinners' Arms, at the top of the rise, the massive brick parapets on both sides of the road are relics of the Midland railway line into Huddersfield. Work on the five mile branch from Mirfield to a terminus at Newtown started at the turn of the century and was completed in 1910. The line, which was the last to be built into the town, was the first to close when it was abandoned in 1937 (see D.O.H.1.i.No.7).

Another relic of the line is the blue brick fifteen arch viaduct which may be seen to the right of the road. It is a peculiarity of viaducts that, although such massive structures might be considered intrusive, many of them have over the years settled into and become an intrinsic part of their environment. Locally, for example, the viaducts at Slaithwaite, Crimble, Lockwood and Derby Dale are affectionately regarded by many people, not all of whom are railway enthusiasts, and in the opinion of the writers this handsome viaduct, even though it is beginning to decay, has a quality that improves rather than spoils the view across the lower Colne Valley.

PADANARAM (44)

Soon after the parapets our route passes a small settlement which rejoices in the unusual name of Padanaram. The farmhouse is shown on Jefferys'

map of 1772 as Pading Narvin, an understandable spelling mistake of an unusual name. Twenty years later the property was described in the Whitley Beaumont estate survey as a stone and slate building with two low (downstairs) rooms, two chambers and a good cellar. A detached barn stood nearby.

It was quite a common practice in the eighteenth and nineteenth centuries to give Biblical names to farms and Padanaram, which means field of Aram, was a country in Mesopotamia. According to the book of Genesis (c.25v.20) Isaac married Rebekah daughter of Bethiel the Syrian of Padanaram and sister to Laban the Syrian. In the fullness of time Isaac sent his son, Jacob, to Padanaram to take a wife from the daughters of Laban, his uncle (c.28v2). Whether the story of Isaac and Rebekah, Leah, Rachel and the handmaidens was of any significance to the builders of the farm it is, of course, impossible to say but it is much more likely that they simply wanted to show their knowledge of the Scriptures and liked the sound of the unusual name.

Behind the buildings on the left hand side of the road a distinct walled lane may be seen climbing the steep hillside. Called Round Hill Lane, this was once an important and direct route between Colne Bridge and Upper Heaton but now its status has declined and it has become one of the area's pleasant 'green roads'.

In 1892, members of the Corporation were much concerned with the chosing of a site for a smallpox hospital. Four possible locations were mooted: Grove Place, Dalton Grange, Mill Hill and Padanaram. After months of sometimes acrimonious discussion among councillors, who, for their own reasons, favoured one site or another, Grove Place and Dalton Grange were dismissed and by October of that year the choice was between Mill Hill and Padanaram. At a meeting held on 9th November much concern was expressed about the suitability of both sites. For example, Councillor Benjamin Broadbent, a leading proponent of Padanaram, said, '...the site, whilst being inconvenient for building upon is not a bad one for smallpox although not good for fever.' He pointed out that it did not matter how exposed a site was for smallpox and told his listeners that when smallpox occurred at sea the best place for the patient was in the rigging! He went on, 'At Sheffield, smallpox spread during fog when the air was stagnant ...it is a redeeming feature about Padanaram that there cannot be any stagnation of the air.'

In reply, Councillor Beaumont asked why if Padanaram was bad for fever should it not be bad for smallpox? He said, '... the river at the bottom of the site has been for years almost a cesspool and the sewage works which would be at its foot would have a depressing effect.' Another councillor mentioned that the sun did not shine at Padanaram until seven o'clock on a summer's evening and stressed that Mill Hill was in a healthier position. Others advocated Mill Hill on economic grounds. At the end of the lengthy meeting the vote was thirty-one in favour of Mill Hill and twenty-three in favour of Padanaram and in the following year a temporary smallpox hospital was constructed at Mill Hill.

THE SEWAGE WORKS (45)

Whilst travelling along Dalton Bank Road notice the sewage works on the right which occupy the low lying land between the river and canal. The first attempt in Huddersfield to treat and purify its waste commenced at Deighton just over a hundred years ago and since then the works have expanded to include sites at Bradley, Cooper Bridge and Heaton Lodge, the whole stretching some three quarters of a mile down the valley.

Although several ancient civilisations developed elaborate and efficient drainage systems it was not until the nineteenth century that any serious thought was given in this country to the problem of sewage disposal. The first patent for a water closet was taken out in 1755 and by the 1870s they had been installed by many of the more prosperous members of society. Those unable to afford such luxury the vast majority - continued to use earth closets housed in small sheds called privies which were prudently situated a few yards away (downwind if possible) from the houses they served. For example, a description of the Rectory at Kirkheaton, written in 1743, mentions 'a small croft behind the Barn with other conveniences and Easement thereto belonging.' Inside a privy, a wooden bench with a hole - or holes for privies were often communal affairs - was set over an ash pit. Whilst in rural areas it was possible for each family to have its own privy, people living in the teeming and overcrowded streets, yards and alleys of Victorian industrial towns knew no such luxury and it was common for ten to twelve families to share a single privy. Such over use led to the introduction of tub closets which could be emptied manually at regular intervals.

Two old ladies of our acquaintance (sisters aged ninety and eighty-six) remember well the privy of their youth and because such testimony must soon disappear their brief recollections are worth recording here:

> 'We lived in Moldgreen with our parents and eight brothers and sisters. Our privy which was in the wash-house across the yard was a two seater tub closet. We shared it with eight families, some as big as our own. The smell was atrocious, there were always flies in summer and icy draughts in winter and we were frightened when we had to cross the yard at night. We had no toilet-paper in those days - if there was such a thing our parents couldn't afford it - we used newspaper which, as children, we had to tear into neat squares and thread on a string. Our aunt's family who lived in a 'better street' had a privy to themselves. We thought that was wonderful, how we envied them! Then, in the 1920s, the Corporation installed a water closet and a bath with running water in the washhouse. Although we still had to cross the yard, and share as before, it was marvellous. We were much luckier than some of our friends who were still using old fashioned privies during the war!'

In fact, earth closets continued in use in some country districts until the 1960s.

The unpleasant task of emptying tub closets was undertaken by night soil men - so called because they came under cover of darkness - who tipped the contents of the tubs onto high sided, horse drawn carts. Disposal presented the urban authorities with an enormous problem and although a few of the thousands of tons of excrement collected annually were used to manure fields, gardens and orchards the rest was probably dumped into local watercourses in the forlorn hope that it would be washed away. Not surprisingly, epidemics of cholera and typhoid were common during the nineteenth century.

The disposal of urine was less of a problem as, by its very nature, it would run away and seep into the ground. Everyone has heard of the once widespread habit of emptying chamber pots in the street but it is not, perhaps, as well known that urine, in the northern textile areas, was once a valuable commodity, not to be disposed of so lightly. From earliest days the woollen industry had need of a strong alkaline substance for the finishing process, the only source of which, until the early nineteenth century, was stale urine. This nauseous liquid, known as 'wesh' or 'weeting' was preserved by hand loom weavers for scouring their cloth or collected and stored for sale to the local fulling mills. In the early 1800s the going rate was a penny per bucket

and as an adult produced an average of two to three pints a day a family of eight or ten could, by the sale of their combined output, supplement their income by up to a shilling a week. Then, in 1830, Read Holliday perfected a method of distilling ammonia from the residual ammoniacal liquors of the local gas works and this new, cheap and hygienic scouring agent was welcomed by the textile industry. From that time the bottom fell out of the market for weeting although it continued to be used by one or two of our local mills until the 1930s.

In addition to its commercial use urine was, in the past, valued for its medical and cosmetic properties. For example, it was claimed that chilblains could be easily cured by soaking the feet in a chamber pot of warm urine. In the days before soap was widely available it was believed that regular washing in urine produced a flawless complexion and sparkling eyes and that its frequent use as a shampoo was the best protection against greasy hair. Given the astringent, alkaline and mildly antiseptic properties of urine there is every reason to believe the validity of such claims but whether there was any truth in the belief, held in some rural areas, that a daily drink of fresh urine acted as a tonic we are unable to say and we are certainly unwilling to experiment.

In 1872, a new, improved method of sewage collection, known as the Rochdale System was introduced in Huddersfield whereby tubs and their contents were collected by sanitary department workmen who, at the same time, delivered replacements. To cope with the new system the town was divided into nineteen districts and the vans employed were given a number of tubs to collect daily. So that no street or house was overlooked each workman was checked in and out of the depot by recording clock and his tubs counted. At the depot the tubs were emptied, washed and disinfected before they were returned to the vans, which were similarly cleaned, for redistribution.

By the 1880s the Sanitary Department was dealing with some five hundred and fifty thousand tubs a year and the problem of disposal continued. Although by this time some redundant pits and quarries had been brought into use as dumps it seems likely, given the vast amount of sewage collected, that a great deal of it went into the river. In the summer of 1889, for example, there were frequent complaints about the insanitary condition of the Colne and in July of that year the Medical Officer of Health was authorised to

engage extra men to flush out drains and gulleys and to remove what was described as objectionable matter from the river. At the same time members of the Sanitary Committee were expressing the hope that all artisans' houses would be provided with water closets. However, progress towards that desirable end was slow and the Rochdale System was to continue in use for many years. In 1890 the Sanitary Inspector was authorised to employ additional men to make the extra number of tubs necessary to keep pace with demand and by 1917 the Sanitary Department was dealing with nearly eight hundred thousand tubs a year. However, by this time the sewage works were in operation and the problem of disposal was less acute.

Like earth closets, early water closets were usually situated 'at the bottom of the garden'; it was not until improvements and inventions introduced by sanitary engineers such as Thomas Twyford and Thomas Crapper became widespread that lavatories could be installed indoors. The improvements included porcelain pans, efficient flushing systems and, most important of all, the 'U' bend whereby the trapped water prevented sewer gases from rising. By the 1860s most urban cesspools had been connected by pipes to flushless sewers which emptied into local streams and rivers.

In Huddersfield, by 1888, a main intercepting sewer three miles long was discharging untreated sewage into the river Colne at Deighton. At this time sanitary departments all over the country were at last considering the possibilities of treatment and purification and in 1893 at Deighton a system of chemical purification and sand filtration was put into operation to treat four million gallons of sewage per day. Unfortunately, by 1896 the system had failed and a new scheme had to be considered.

In 1906 the Huddersfield Corporation Act anthorised work to begin on sites at Deighton and Cooper Bridge where a new purification system was installed comprising precipitation, effiuent and settlement tanks, filter beds and sludge beds. As a result of the Act, local manufacturers were granted the right to discharge their trade waste into the sewers. Provision was made to treat a total daily flow of seven million gallons and it was said at the time that the effiuent produced by the new works was of excellent quality.

The 1930s saw a vast increase in the volume of sewage and trade waste and by the end of the decade it was obvious that a considerable amount of additional treatment plant was necessary but owing to the outbreak of war in

1939 plans for extensions had to be shelved. In 1946 the River Board recommended that any new scheme should be capable of expansion, if necessary, to deal with all the waste from the catchment area of the river Colne and its tributaries. Extensions to the works commenced in 1952 and involved the purchase of sites at Bradley and Heaton Lodge for new plant, sludge tanks and percolating beds. In 1958 the flow of waste from the upper Colne Valley was connected to the Corporation sewers. By 1966 twenty million five hundred thousand gallons of sewage per day were being treated in the lower Colne Valley.

Since that time there have been several Acts promoting river improvements as a result of which our local water courses are in much better condition that they were only fifty years ago; today even the Colne sparkles!

DALTON BANK (46)

About three hundred and fifty yards (318M) after the sharp bend in the road notice the northern boundary of a plantation of trees growing on the hillside on the left. Established more than a hundred and fifty years ago, and covering an area of twelve acres between the two hundred and fifty and five hundred foot contours, this was the first plantation on Dalton Bank. Interestingly, its eastern and northern margins coincide exactly with the old boundary between Kirkheaton and Dalton so that the whole lay just within the Dalton township. In the past, plantations usually consisted of just two species of trees, often a mixture of a conifer and a broad leaf variety and they were carefully husbanded to provide crops of timber. After management ceased, plantations would be invaded by native trees and this seems to have happened here although it is possible that the plantation has been replanted in recent years. About a hundred and seventy five yards (158M) beyond the northern edge a dilapidated dry-stone wall running down the hillside marks the southern edge of the old plantation. The trees growing beyond the wall are the result of more recent planting.

In the 1970s a partnership was set up between Kirklees Countryside Unit and I.C.I. (now Zeneca), owners of fifty acres of Dalton Bank, to oversee its management and development. A small car-park was laid out to give the public access to the hillside which was designated a nature reserve. An interpretation sign in the car-park gives an insight into past, present and

future projects and explains that new plantations of Corsican pine, birch, beech and sessile oak have been established and that the resulting mixture of grassland, scrub and plantation provides a wide variety of wild life habitats.

Any of our readers who wish to explore the nature reserve will find a network of footpaths criss-crossing Dalton Bank. From the car-park a stepped path leads steeply to the top of the hill where there is a huge worked-out sandstone quarry complete with two decades of (mild) graffiti on the rock face. From the hilltop the view over the valley is panoramic and on a clear day it is possible to pick out, far and near, many interesting features, including several we have mentioned that are not easily seen from road level. Although walking on the hillside is steep and precipitous it is, nevertheless, a rewarding experience and for anyone with the inclination, the will and the wind to tackle the difficulties we will point out the entrance to the car-park when we come to it.

WHITE HOUSE FARM (47)

One hundred yards (91M) after leaving the plantation behind look out for a metal gate on the right hand side of the road. Although nothing remains on the site today this was once the entrance to a small farm, originally called Dalton Bank Bottom but which became, in 1902, the White House Farm Smallpox Hospital (see map p.84).

During the last quarter of the nineteenth century local smallpox cases were isolated and treated in a wooden building (pavilion) situated in the grounds of the fever hospital, a former workhouse, at Birkby. During the second half of the nineteenth century vaccination had, of course, done much to reduce the incidence of the disease but vaccination was not, nor has it ever been, compulsory and many people, for one reason or another declined vaccination. Consequently, outbreaks of smallpox occurred regularly but they were, by the 1880s, small and usually effectively contained. Occasionally, however, an outbreak became an epidemic which, whilst it was raging in one part of the country, naturally put the surrounding areas on alert. A local outbreak in 1888, for example, was easily traced to Sheffield where, it was said, the disease was causing havoc. The Medical Officer of Health for Huddersfield in reporting the outbreak said, 'The wonder is not that cases of smallpox should have arisen in the town but with smallpox so rampant only

twenty six miles away we, on the direct route from south to north, should have escaped so lightly.'

By 1892 the dilapidated state of both the fever hospital and the smallpox pavilion was causing great concern and the Medical Officer of Health made repeated calls for a new hospital, on a new site, which could be used exclusively for treating smallpox cases. After much discussion and argument as to a suitable site a small temporary building opened at Mill Hill, Dalton, in July 1893. Six years later, a prestigious sanantorium was opened on the same site and once again the M.O.H. was calling for a new isolated smallpox hospital. For almost two years the Health Committee at their monthly meetings deferred discussion of the matter but in 1901 the members received a report that there were severe outbreaks of smallpox in the Iberian Peninsula and in London, Glasgow and Liverpool and that it was likely that cases would soon appear in Huddersfield. At the same time their attention was drawn to a Local Government Board Memorandum which stated that smallpox hospitals were perceived by the majority of medical men to be centres of infection and therefore, 'No smallpox hospital shall be erected so as to have (a) within a quarter mile radius, any hospital, warehouse, asylum or any similar establishment or a population of as many as two hundred persons; or (b) within half a mile radius, a population of as many as six hundred persons whether in one or more institutions or dwelling houses.' As the smallpox pavilion at Mill Hill fitted neither of these criteria and with the threat of outbreak or epidemic looming an urgent search began immediately for suitable premises. White House Farm, situated in an isolated position some three miles from the centre of town, was chosen and in January 1902 it was decided that the Mayor, the Chairman and the Deputy Chairman 'be empowered to arrange for the temporary occupation of the White House Farm buildings for isolating cases of smallpox and to take such steps and do such things as might be necessary to prevent the spread of the disease.' Alterations and extensions at the farm started in February 1902.

Thankfully, smallpox is no longer a threat but readers might be interested to know how an outbreak of the disease was treated in Huddersfield at the beginning of the century.

A month before work began at White House Farm the first cases in the outbreak were reported in Huddersfield. Only three people were affected, a

baker, his mother and his sister who lived together in Somerset Crescent. It was found that the baker had recently returned from London where smallpox was prevalent. The disease was early diagnosed, the precautions taken were successful, the patients recovered and the initial outbreak contained. Between February and December 1902 the town was free from smallpox but on 16th December the disease was discovered in a common lodging house in Kirkgate. Sixteen people were infected from this source. From that time until June 1904 fifty-two more cases were reported. Of the total of seventy one cases treated between January 1902 and June 1904 only three died, a mortality rate of just over four percent, and of the three, two had not previously been vaccinated.

Such a low mortality rate resulted not only from pre-vaccination but also from the prompt action of the Medical Officer of Health and his staff who held themselves in readiness, day and night, to re-vaccinate and deal with cases as they were reported. The isolation of a sick person was carried with the greatest promptitude so that in most cases the patient was admitted to hospital within two hours of information reaching the department. The main method of treatment administered in hospital was to touch each vesicle (pock mark) once a day with pure liquid carbolic acid which, it was said, hastened the period of scabbing thus cutting down the period of convalescence and detention in hospital. Another benefit of the acid was described as 'the wonderful power it has in allaying the stench characteristic of pustulation.'

To prevent the spread of the disease two kinds of contacts, primary and secondary, were recognised. Primary contacts included every person in the premises where the patient was housed and everyone who had any dealings with the patient during the period of infectivity. Secondary contacts included all who had come into close personal relationship with any primary contact.

In dealing with primary contacts it was considered important to offer revaccination at the earliest possible opportunity. Although this was often done at the Sanatorium it was sometimes necessary for the Medical Officer of Health to approach contacts and persuade them to accept vaccination. As Dr. Moore points out in his report on the outbreak: 'It is very frequently a question of now or never. It is much easier to prevail upon one to be vaccinated at the moment that a case is being removed to hospital than it would be, say, twelve or twenty four hours afterwards. The sense of present peril makes

him a willing subject but after an interval, having listened to the silly 'wisdom' of his associates, he wants to argue the point and if he gives way at all it is only by way of a concession or for a consideration.' Those more amenable to persuasion were taken to Mill Hill where they were vaccinated and bathed in disinfectant whilst their clothes were passed through a steam disinfector. Thereafter they were kept under observation or, if vaccination was done more than forty eight hours after exposure to infection, in isolation. With secondary, contacts vaccination and observation were considered sufficient.

In every case of smallpox the most thorough form of disinfection of premises was carried out at the earliest possible opportunity. Before anything was removed the disinfector visited the premises, sealed up all the air vents, exposed bedding, rugs and clothing, opened cupboards and drawers and after fumigating throughout with sulphur dioxide locked all the doors from the outside. After an interval of twelve hours the premises were opened and clothing and bedding removed for steam disinfection. If the walls were papered they were stripped and the paper burned together with what rubbish happened to be found. The premises now consisted of bare walls and such articles of furniture as were capable of being disinfected on the spot. The disinfectant used at this stage was a ten percent alkaline solution of chlorine gas which was sprayed directly on the walls and furniture. The rooms were again fumigated with sulphur dioxide and the premises closed and sealed as before for a further twelve hours. On re-opening, thorough natural ventilation was ensured by opening doors and windows. Whilst disinfection was in progress the occupants were provided with temporary accommodation. It is not difficult to imagine their dismay when they returned and saw the havoc that had been wreaked on their homes.

After the outbreak was over the Health Committee passed several resolutions deploring the shortcomings of the law with regard to the vaccination and isolation of contacts: neither was compulsory. Despite the obvious benefits of vaccination no one could be forced to accept it and tramps and vagrants were, apparently, particularly reluctant to be either vaccinated or isolated although some allowed themselves to be persuaded 'for a consideration'. Of the seventy-one smallpox cases reported between 1902 and 1904 no fewer than forty-eight were vagrants and their control during epidemics was called for. One report pointed out that the tramp' ...is very mobile and

his name is as elastic as his habits.' On one occasion, for example, it was necessary to take the names of forty-four contacts twice in one day - once at a common lodging house and once at the disinfecting station and these forty-four men furnished sixty-six different names. Among them was a man who, when asked by the Medical Officer of Health what name he had given, admitted that he had forgotten which particular name he had used on the former occasion. 'What use is there', the report asks, 'in forwarding the names of such contacts to their likely destinations?' The same report is brutally direct in summing up the Health Committee's attitude towards the tramping classes: 'If we could entirely eliminate the influence of the vagrant in Huddersfield, smallpox would be almost entirely unknown. The general feeling of those in the best position to judge is that something must be done with this class of society.'

During the outbreak, one thousand nine hundred and forty-seven persons were known to have been exposed to infection. In each instance re-vaccination was offered but only four hundred and forty-three- less than a quarter -accepted. It is unlikely that all the refusals came from vagrants and we must conclude that it was not their non-acceptance of vaccination that incensed the authorities so much as their erratic way of life.

At the time of its conversion White House Farm was described as a temporary hospital but it was kept in readiness and for many years continued to receive occasional cases. In 1920 it was listed among the Borough hospitals and institutions as having forty beds. Another, more severe, outbreak of smallpox occurred throughout the district in the years 1928 to 1930 during which period two hundred and thirty-eight cases were admitted. Attempts at containment were much the same as in the earlier outbreak and once again vagrants were castigated for their way of life with demands being made for power 'to detain and isolate such persons whether contacts or not.'

Fumigation of premises, goods and clothing and disinfection of the person was carried out, as before, with great diligence often to the indignation of the people involved. In March 1928 the Town Clerk received a letter signed by fifteen contact cases, resident at 37, Denton Lane, Huddersfield, complaining of the treatment they received during disinfection and of damage alleged to have been done to clothing during fumigation. The small damages they claimed were met. Not surprisingly several similar claims followed. In

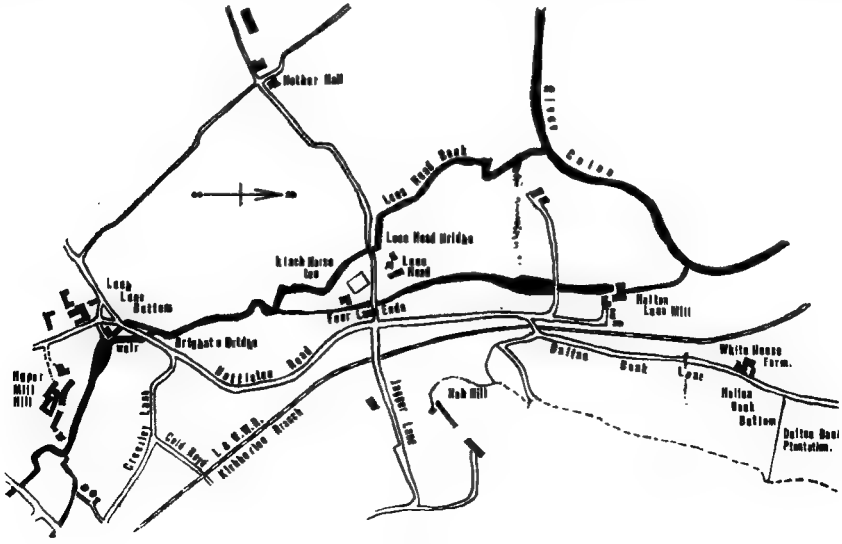
May 1928 Alderman Canby and five councillors were invited to test the efficiency of the disinfecting apparatus at Mill Hill. They reported that the apparatus was working satisfactorily and that textile fabric could not be burned or damaged in any way by passing through the machine. As a result of their findings the Corporation resolved not to recognise any further legal liability for such claims.

In 1932 the Borough was stated to be free from smallpox and it appears that after that date no more cases were admitted to White House Farm although it remained in the Health Department records until 1936. After that, all is silence but a newspaper account of the 1980s notes that the hospital was demolished and the site cleared in the late 1940s.

THE NATURE RESERVE CAR PARK

The entrance to the car park mentioned above is on the left hand side of the road, one fifth of a mile past the site of White House Farm.

About two hundred yards (182M) beyond the car park entrance a distinct bend to the right marks the place where Dalton Bank Road was re-routed slightly to make way for the Kirkburton branch line. Although the bridge parapets remain, the line on both sides of the road and the deep cutting it ran



through on the left have, in recent years, been used for landfill and the course of the railway has thus been obliterated.

Passengers using the Kirkburton line in its early days must surely have enjoyed the passing beauty of the lower Colne Valley. Between the viaduct and Dalton the line ran through pleasant waterside meadows passing only the old farmstead at Dalton Bank Bottom and a small woollen mill at Dalton Lees (see map p.84). The whole area between the river and the road is - or was - called Dalton Lees. 'Leaze' or 'lees' means cultivated land under grass or fine meadowland, an apt description of the valley as it once was. After 1915, however, the prospect was to become less pleasing.

I.C.I. (48)

Shortly after the formation of British Dyes Ltd., in 1915, the Company acquired a new site which comprised two hundred and fifty acres fronting on Leeds Road near Woodhouse Mills at Deighton and two hundred adjoining acres, the latter being purchased to protect the Company from any possible claims for damages that might subsequently arise. The whole site stretched a distance of just over a mile from Leeds Road down the valley to Long Lane Bottom at Dalton. Initially, the Company concentrated on producing explosives at the new site but expansion was a major factor in their plans and as early as October 1915 it was forecast that as many as ten thousand workers would eventually be employed. By 1916 the production of dyestuffs and intermediates, then, because of the war, in short supply, had started at the Dalton works and a private railway line had been laid to connect the new works with the original Holliday factory at Tumbridge. This line ran through Bradley Mills (where traces of it remained until the new stadium was built) and joined the Kirkburton branch line at Lees Mills within the new site, thus giving access to main line railways.

In 1919, British Dyes Ltd. became the British Dyestuffs Corporation and seven years later, following the amalgamation of several branches of the chemical industry, the corporation became part of the dyestuffs division of the nationwide conglomerate, Imperial Chemical Industries. Since that time the Huddersfield division, which now trades as Zeneca, has expanded and, as may be seen on the right, plant, laboratories, offices, sheds, warehouses and vehicle stores now fill the once pleasant valley.

At the beginning of the venture in 1915 concern was expressed locally that, whilst the works would improve the commercial status of Huddersfield, many beauty spots and pleasant walks had been closed to the public, that the natural beauty of that part of the town was in jeopardy and that 'lofty chimneys and big brick structures would reduce the picturesque to the utilitarian.' How right such prophecies were.

Despite the name change in 1926 the firm continued to be known locally as British Dyes, or more colloquially, t'Dyes, and as late as the 1950s trolley buses taking employees to work had destination boards bearing the simple legend 'Dyes'. During the Second World War people who lived near the factory believed that it would eventually fall victim to enemy attack from the air. Indeed many locals were convinced that any raiders in the vicinity had set off with the works as their sole target and during alerts air-raid wardens would confidently assert, 'They've come for t'Dyes again.' The factory certainly received early advice of air-raids and put up a concealing smoke screen, the distinctive hissing of which soon came to be recognised as a pre-siren warning. As time went by and no bombs dropped on the works the story went around - and was firmly believed - that the raiders' endeavours were foiled because Castle Hill stood in the way of the bomb run. To most locals the factory was the nearest thing to the front line they were ever going to experience and they were proud of it and its smoke screen. It was a small victory that t'Dyes survived unscathed. The truth is, of course, that the Germans were unlikely to be interested in a small dyestuffs factory and that the enemy overhead was on his way to bomb Sheffield or Manchester - but the truth was only acknowledged years after the apparent danger had passed.

NAB HILL (49)

Shortly after crossing the course of the old railway, notice how the Dalton Bank escarpment culminates in the steep slopes of Nab Hill on the left. 'Nab' from the Old Norse 'nabbi', a hilltop, is frequently found locally as suffix or prefix in names given to such steep scarp slopes (compare West Nab at Meltham, Shooters Nab at Marsden and Nab End at Longwood).

In 1871 a gang of local youths took to assembling on Nab Hill to play pitch and toss. Such a commanding position allowed them for some time to foil the efforts of the police to take them in the act of gambling. Determined

to stamp out the illegal activity and realising the futility of frontal assaults the police, in January 1872, changed their tactics. Unobserved, a number of constables took up positions some four hundred yards away, from where, through telescopes, they kept a close watch on the hill. When next the gamblers assembled, the constables were ready. Stealthily approaching the hill by different routes they came upon three of the youths who immediately raised the cry of 'bobbies'. Those at play made off but the three lookouts were not so lucky. They were, in a word, nabbed. After all that effort one of the lads, Joseph Berry, was fined three shillings and fourpence (17p) and the others were given the benefit of the doubt.

JAGGER LANE & RAWTHORPE LANE (50)

Just past Nab Hill, where Jagger Lane comes in from the left, Dalton Bank Road becomes Nettleton Road. Until 1915 Jagger Lane crossed Nettleton Road (the junction was called Four Lane Ends) and, with its name changed to Rawthorpe Lane, continued into the valley where, in quick succession, it crossed Dalton Lees Mill goit and Lees Head Beck (see map p.84). From Lees Head Bridge the lane climbed the hillside to Nether Hall where nineteenth century travellers could either turn north over Kilner Bank to Bradley Mills and the Leeds turnpike or continue straight ahead, past the fifteenth century Rawthorpe Hall, to Moldgreen and the turnpike road to Huddersfield. The Jagger Lane - Rawthorpe Lane route is, however, much older than the turnpikes and it is possible that it was what W.B. Crump in his book 'Huddersfield Highways down the Ages', describes as a kirkway, that is a road that developed as early as the thirteenth century towards a church from distant hamlets within a parish. At the top of the hill on the left, Jagger Lane swings south to connect with a path leading directly to the church at Kirkheaton. Until the nineteenth century, Dalton township was part of the parish of Kirkheaton and the old lane might well have been the route taken from earliest times by people living in the west of the township - at Rawthorpe, Dalton Fold, Carr Green, Hill Top, Moldgreen and Bradley Mills - to their parish church.

Another explanation of the route involves the name Jagger Lane. In the past a jag' was a saddlebag or pannier and 'to jag' was to transport goods by pack-animal. A jagger, then, was a hawker or pedlar who travelled with a

train of pack-horses and Jagger Lanes all over the country recall the days of these itinerant trademen. So, although the name Jagger Lane now applies to only a short section of the route it is just possible that the whole was, in nature if not in name, a pack horse way.

Soon after British Dyes acquired their new site in 1915 the section of the lane between Nettleton Road and Lees Head Beck was closed and by 1930 its line had been obliterated. Beyond the bridge the lane remains - its tree-lined course can be seen climbing the far hillside to Rawthorpe - but for many years there has been no right of access.

Until it was swept away by industrial expansion the Black Horse Inn with its bowling green, situated between mill goit and beck, occupied an ideal position in the peaceful valley (see map p.84). For some forty years, from 1840, the landlord of the inn, which was originally called the Bowling Green, was John Gomersal. In the 1870s, Gomersal also served as assistant overseer of the poor and poor rate collector for the township of Dalton. When he retired in 1879 he was succeeded as landlord by his son, Albert. The old inn closed its doors to the public in the early years of the present century when, not long after White House Farm became a smallpox hospital, the licence was transferred to a new Black Horse Inn built a quarter of a mile away in Briggate. The bowling green, however, continued to be used until British Dyes bought the land in 1915.

NETTLETON ROAD (51)

Soon after passing the houses at Nettleton, on the left, the road begins a long curve to the right to approach the bridge over Lees Head Beck at Dalton. Although the township of Dalton encompasses a good deal of comparatively high ground the name Dalton, which dates from Anglo-Saxon times, means settlement in the valley. It is likely, then, that the first settlers hereabouts came to this low lying area near the stream.

The Domesday Book of 1086, which gives an insight into the condition and value of several local manors or townships before and after the Norman Conquest, tells us that in the time of Edward the Confessor (1042 - 1066) Ulric held Dalton, two ploughs were working there and it was worth twenty shillings. By 1086, Dalton, like several other local manors, had become part of the huge Honour of Pontefract which was held by Ilbert de Laci, a

compatriot and supporter of William the Conqueror. At that time, Suuen held Dalton as tenant of Ilbert, there was one plough worked by two villeins and the land was worth ten shillings. Thus the manor still had some value and so differed from its near neighbours, Huddersfield, Almondbury, Kirkheaton, Lepton and Bradley, all of which, in the time of Edward the Confessor, were worth the same as or more than Dalton but which by 1086 were described as waste and worth nothing.

BRIGGATE (52)

Half a mile beyond Jagger Lane, just past Crossley Lane on the left, Nettleton Road becomes Briggate. The Black Horse public house, on the right hand side of Briggate was built soon after the turn of the century to replace the old Black Horse at Lees Head.

Briggate means a gate (lane) leading to a bridge and just beyond the Black Horse our route crosses Briggate Bridge. If, as we believe, we are following a route mentioned by Ogilby in 1675 then it follows that there has been a bridge here for more than three hundred years; but it is important to remember that Ogilby's routes were probably old when he surveyed them. We have already suggested that this road was an important outlet from Almondbury to the north-east. Briggate Bridge is the only river crossing en-route from Almondbury to Colne Bridge and it is not unreasonable to believe that a rudimentary bridge appeared here around the same time as the bridges over the Colne and the Calder. Of course, over the centuries this bridge, like all bridges, will have been repaired, altered and rebuilt several times. Today, Briggate Bridge is modern, level and uncomplicated but before it was rebuilt in 1990 it was a narrow, slightly humped stone structure of considerable age.

Beyond the bridge, Briggate meets Long Lane which connects Moldgreen with Kirkheaton via Crossley Lane. The bridge on the left hand side of the junction is modern having been built about forty years ago to carry a completely new stretch of Long Lane over Lees Head Beck. Before this short extension was constructed, Long Lane ended here and traffic approaching Kirkheaton turned left into Briggate to join Crossley Lane opposite the Black Horse public house.

MILL HILL (53)

Soon after entering Dalton Green Lane notice, on the left, a Community Health Centre, with the old Borough Coat of Arms prominently displayed at the right hand side, and nearby, a large housing estate. These modern buildings occupy the area long known as Mill Hill.

In the early nineteenth century James Tolson built a house at Mill Hill and started to manufacture fancy cloth. The business prospered and in 1840 he employed many handloom weavers living nearby. Ten years later, the firm was in the hands of his sons, George, Robert and Joseph Tolson, who employed some seven hundred hands, five hundred and sixty of whom were described as 'outdoor weavers' i.e. they worked in their own homes. The rest, the 'indoor workers' worked in the Tolsons' factory. At that time only Robert Tolson was living at the family home, Mill Hill House. His two brothers lived in some style, George at Greenhead, a large house off Wakefield Road, Joseph at Grove Place, Long Lane.

In 1868 the Tolson brothers were described as manufacturers of shawls, fancy cloakings, dresses, coating and trousering. By this time Robert had built Oaklands, a prestigious house in Greenhead Lane where he lived with his wife, Eliza, and his sons, Whiteley and Legh. Four years later, George had either died or moved away and the other two had retired. Joseph who died in 1888 and Robert who died three years later are buried in the graveyard at Kirkheaton Church.

In 1888, Alfred Sykes of the firm Joseph Sykes and Co. bought the Mill Hill site for £2,000. What was not known at the time was that Mr. Sykes was acting for the Corporation who saw Mill Hill as a possible site for a fever hospital. After the sale was completed he handed the property over to the Corporation without demanding any additional costs. This stratagem was deemed necessary as it was believed that had the Corporation's interest in the site been known the asking price would have doubled. That the belief was well founded was proved shortly afterwards when a syndicate of Dalton men, horrified at the thought of a fever hospital in their neighbourhood, approached Councillor Beaumont, a member of the Health Committee, with a substantial offer for the site. They were, Councillor Beaumont said, 'willing to give almost anything to get it back.'

In April 1889, the then Mayor, Joseph Brook J.P., moved a resolution in

Council that a complete plan for the erection of a permanent hospital on the pavilion system be prepared for the site at Mill Hill. So began a seven year battle, fought in the council chambers, in which vituperation, innuendo, sarcasm, bitterness, passion and local jealousy knew no bounds. To reproduce this war of words is beyond our scope but we feel it is worth summarising a few of the many arguments put forward by the proponents and opponents of the scheme.

At that first meeting the Mayor pointed out the need for a new infectious diseases hospital to replace the old one at Birkby where the meagre resources were often over-taxed. Birkby had only fifty-four beds and in a recent scarlet fever epidemic new cases had to be put in beds with one or two other patients. His supporters spoke of the dilapidated state of the hospital at Birkby and pointed out that if it was extended it would become a standing danger to the health and lives of the people living in the surrounding houses. Objectors to the scheme remarked that the cost of a new building at Mill Hill, which might be as high as £50,000 and the cost of employing an extra doctor - even a young one at £150 per annum. - would be an added burden to ratepayers. Birkby, they said, could be improved and extended much more cheaply and there was no proof that disease would be transmitted from the hospital to local residents. Several councillors felt that Mill Hill was so far from the town centre that it would be a great hardship for the poor people of the borough to visit patients there. Others did not, it seems, mind where the hospital was built as long as it was not in their own wards. Eventually, after a long debate, the meeting closed with no decision having been taken. Subsequently, a special committee was appointed to determine a suitable site.

Battle was joined again in October 1891 when Councillor Broadbent moved a resolution that as the special committee had not attempted to deal with the matter, the Health Committee should take up the suitability or otherwise of the Birkby site. He pointed out that although the Borough had been free from epidemics for four years it was certain they would get one soon. Typhoid, scarlet fever, diphtheria and smallpox all required separate wards for their treatment and as a ward could be used for nothing else, figures given as to vacant hospital accommodation at Birkby were delusive. It was time to provide patients with proper accommodation and not a miserable doghole like that at Birkby. Supporting him, Councillor Beaumont remarked

that the erection at Birkby was rotting. He hoped never again to see what he had recently seen there: three patients to a bed, the nurses room turned into a mortuary, a wooden hutch put up and already rotting to pieces, patients carted to the workhouse at Crosland Moor and others put in tramway sheds because there was no room for them at Birkby. Other councillors voiced their support for the resolution but the Mayor, Godfrey Sykes J.P., suggested that the subject had been raised at an inconvenient time and as there had been no real complaint about the accommodation at Birkby, he did not see why they should go to the expense of a new hospital. After further discussion the matter was adjourned *sine die*.

Just over a year later, in November 1892, the council met to discuss an allied matter, the building of a new smallpox hospital. There was general agreement that smallpox cases should be removed from Birkby but much heated discussion about a site, some members favouring Mill Hill and others, Padanaram. As already stated (No.44) the vote at the end of the meeting was in favour of Mill Hill. Two months later, Councillor Jessop, Chairman of the Health Committee, rose to ask the Council to accept a tender of £888. 10s. 0d. for the erection of a temporary wooden smallpox hospital at Mill Hill. He pointed out that the matter was urgent as there was grave danger of an imminent smallpox epidemic. There were already fifteen cases of smallpox at Birkby and five others in isolation and he hoped they would put all petty considerations aside and settle the question of the hospital immediately. Despite the obvious urgency of the matter Councillor Broadbent, who must have feared that a smallpox hospital at Mill Hill would hinder his cherished scheme for a sanatorium there, said it was still a question of whether the hospital should be erected at Mill Hill or Padanaram. Uproar followed and the Councillor was told he was wasting time and behaving like a child. Eventually, the minutes were confirmed and in July 1893 a temporary smallpox hospital opened at Mill Hill. Shortly afterwards, at the request of the Fartown and Deighton sub-committee the old smallpox pavilion at Birkby was destroyed by fire.

At the time the smallpox hospital was erected all the old industrial and residential buildings remained at Mill Hill but, at the suggestion of the Medical Officer of Health, Mill Hill House was demolished to provide more air and space for the new pavilion.

The fight for a permanent fever hospital started again in earnest early in 1894. The arguments were much as before with some councillors deploring the condition of the hospital at Birkby - tumble-down, rotten, patched up, neglected, overcrowded, unhygienic and others objecting to building at Mill Hill - distance, expense, close proximity to the smallpox hospital (thus confirming Councillor Broadbent's fears). Councillor Broadbent was eloquent in his plea for a new hospital befitting the Borough, whilst his opponents swore that people were perfectly happy with their treatment at Birkby. Nevertheless, at the end of February 1894 some sort of consensus was reached whereby the members of the Health Committee were instructed to obtain, by competition, plans for a permanent hospital for infectious diseases. The battle rumbled on for many months until in August 1896 it was announced that out of a hundred and sixty entries, the architect, Edward Thomas, had been awarded first prize for his design for a Sanatorium at Mill Hill. Work began later that year and the main building was completed by September 1898.

Huddersfield Corporation, in the nineteenth century, had a reputation for being far sighted, efficient and innovative in matters of public health. They had, for example, in 1876, been the first local authority in the country to institute compulsory notification of infectious diseases, a procedure that was later followed by every other local authority in the country. On reflection then, it is surprising that they argued and dallied so long over the provision of a new fever hospital. However, all ill feeling was set aside and self congratulation was in the air as the day of the Opening drew near.

The Corporation undoubtedly had just cause to be proud of their latest enterprise. The long awaited, hundred bed hospital stood in thirteen acres of grounds, newly planted with trees, shrubs and flowers. A large administration block of offices, reception and examination rooms and accommodation for staff was connected by covered walkways to three light, airy wards. There were day rooms and convalescence rooms, modern kitchens, bathrooms and indoor flushing lavatories. The latest medical equipment was provided and no expense was spared on furnishings and linen. Two schemes were devised for the convenience of those people who lived at some distance from the hospital: firstly, direct communication by telephone was set up between Mill Hill and all local police stations so that anyone, anywhere in the Borough,

could enquire about the condition of a relative or friend without having to visit the hospital; secondly, every patient was given a number and local newspapers regularly published the numbers of those who were dangerously ill and seriously ill and those who were improving. If visitors did come, although they were not allowed on the wards, provision was made for them to converse with patients through the windows of the pavilions. It truly was, in modern parlance, a state-of-the-art institution that awaited the Grand Opening Ceremony on Saturday 22nd October 1898.

The new sanatorium was officially opened by Sir William Henry Broadbent M.D., F.R.S. brother of Councillor Benjamin Broadbent who, by this time, was Chairman of the Health Committee. Two special trains were laid on to carry many local dignitaries from Huddersfield along the Kirkburton Branch line to the station at Kirkheaton which was only three hundred yards from the hospital. Unfortunately, the day was wet and windy and the guests made their way speedily into a large marquee whilst, as a report of the proceedings puts it, 'Lindley Band, out in the rain and wind, tried to enliven them by playing selections of music.'

The ceremony commenced with the choir of St. Paul's church singing Gounod's anthem 'Come unto Him' after which the Mayor's chaplain offered dedicatory prayers. During the devotions the wind tore open the canvas roof of the tent just above the heads of the choir, several of whom caught hold of the torn section and attempted, not very successfully, to hold it in place. As the rain poured in the Town Clerk started to read apologies for absence but as he could hardly be heard above the wind the Mayor, Alderman Jessop, intervened and suggested that the company adjourn to number two pavilion for the rest of the ceremony.

Once inside, Councillor Broadbent welcomed the guests and remarked that the interruption of the proceedings by the weather might be regarded as appropriate to an enterprise that had had a stormy course throughout its career. He went on at length praising the Corporation for their successful endeavours and concluded by asking the Mayor to present his dear brother, Sir William Henry Broadbent, with the golden key which would admit him to the innermost secrets of that fairy palace, the new hospital.

Sir William, an eminent London physician who had been born and educated in Huddersfield, accepted the key and after congratulating the

Corporation on the foremost position they had always taken in matters of public health went on to say that the new hospital was, in every way, worthy of Huddersfield and would be of enormous service to every man, woman and child in the town. After further lengthy speeches the company adjourned to another ward where they took afternoon tea before returning to Huddersfield. In the evening the guests attended a celebratory banquet held at the Town Hall.

The following week the sanatorium was opened for public inspection in the hope of breaking down some of the prejudices that existed among the public against the removal of patients to hospital. Before patients could be admitted, there were several jobs to be completed including the demolition of the old mill and constructing a boundary wall from the salvaged stone and building a shelter for the ambulance along with stabling for the horses required to pull it. When all was completed the total cost of £34,302. 1s. 9d. was approved. The first patients, thirty-nine with scarlet fever and two with typhoid, were admitted in April 1899.

Some of our older readers will, like us, remember being brought to Mill Hill in the brown fever ambulance and being incarcerated there out of reach of all physical contact with their parents. In his speech at the opening, Sir William Broadbent remarked that when children came into an isolation hospital he knew from experience that the kindness and attention they received meant that they were sorry to go home. Some forty years after 1898, when we were in Mill Hill, that certainly was not so.

Perhaps Councillor Broadbent would have been surprised and pleased had he known that his cherished Sanatorium would become redundant as an isolation hospital after only sixty years. The attitude of the public towards immunisation and vaccination improved during the present century bringing about a decline in the number of diphtheria cases and the eradication of smallpox whilst modern drugs helped to deal with scarlet fever and typhoid. In its later years the Sanatorium was used as a geriatric hospital, a day centre, and an administrative centre.

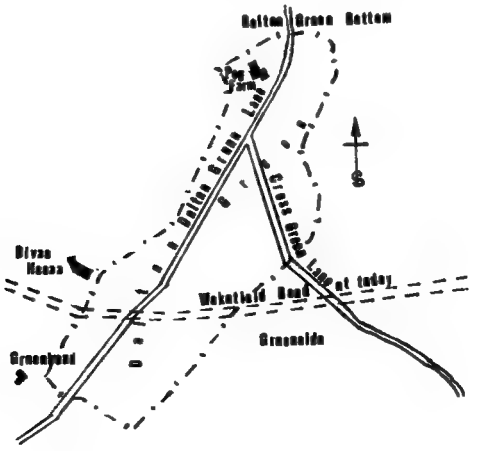
The buildings were demolished in 1996/97 and today all that is left of the great enterprise is the coat-of-arms rescued from the administration building and the boundary wall built of stone salvaged from the Tolson's period of occupation.

DALTON GREEN LANE (54)

Until comparatively recently Dalton Green Lane was a quiet lane running across the south eastern end of a large tract of agricultural land. To the north and west of the lane small green fields stretched away beyond Long Lane and Rawthorpe Lane to the edge of the high ground above the river Colne. Development of this rural area started in earnest in the 1920s and since then, every decade has contributed its own streets, avenues and crescents, its own style of architecture, until today of all those thousands of acres only a very few remain green. Despite its antiquity, Dalton Green Lane now differs very little in appearance from the modern roads in this densely populated area.

DALTON GREEN (55)

On its east side, Dalton Green Lane skirts the edge of the former Dalton Green from which, of course, it takes its name. A green was common or waste land usually to be found at the edge of a village, beyond the arable land, on poorer soils that did not repay cultivation. Most greens and commons date back to feudal times and, with arable, they were an integral part of the manorial system which was the basis of medieval husbandry. Although a green might belong to the lord of the manor, villagers had certain traditional rights there including the right to graze livestock. Over the centuries, many greens were reduced in size by encroachment and, as agricultural techniques improved, by enclosure and cultivation.



Dalton Green, a long narrow piece of land (half a mile long by three hundred yards wide) was enclosed in 1811. Encroachment started in 1820 when a new section of the Wakefield to Austerlands turnpike (see No.60) was constructed across the southern end of the green. Soon afterwards, several dwellings were erected on the green, at the side of the road. Twentieth century development further fragmented the green and it is difficult now to picture it as the rural entity it once was. However, because a number of 'green' names survive has been possible to plot its approximate area on a map (see p.96).

It is interesting that the eastern edge of the green was bounded by a stream which flowed south east from a spring (see map) to enter Round Wood Beck just beyond Dalton Green Bottom (the stream which as far as we can tell was unnamed, was diverted and culverted many years ago). Given the lie of the land and the propensity of streams in this area to flood it is possible that the green would be boggy and therefore likely in medieval times to be designated waste. There is a possible confirmation of this in the name of the farm (now gone) at Dalton Green Bottom; pog is identical in meaning to bog.

Because Dalton Green has such a long history it is pleasing that a very small section of it is still green. This remnant, surrounded by houses, may be seen by walking a few yards along the path between bungalows eight and ten. In 1965 the Commons Registration Act defined a green, in part, as 'land subject to a customary right of playing lawful sports and pastimes...' In view of this it is rather ironic that the Council forbids the playing of ball games on this small relic of Dalton Green.

Half a mile beyond Mill Hill the old route to Almondbury is crossed by the Wakefield to Austerlands turnpike of 1820 (Wakefield Road). From the other side of Wakefield Road our route, now called Greenhead Lane, continues straight ahead up the hillside.

GREENHEAD LANE (56)

About one tenth of a mile after entering Greenhead Lane, notice Greenhead Avenue on the right. This leads to a large house called Greenhead which, in the mid-nineteenth century, was the home of George Tolson the oldest of the three Tolson brothers of Mill Hill and later of his youngest brother, Joseph.

Oaklands, the handsome house on the left hand side of Greenhead Lane, was built in the 1850s by the other brother, Robert Henry Tolson, and was the birthplace of his youngest son, Legh. Built of local stone, in the style of a miniature castle, the house has a well proportioned front elevation with an imitation castellated parapet and finials in the form of corner turrets. The impressive entrance with its moulded stone jambs and lintel has an elegant oriel window at first floor level. In its heyday Oaklands stood in three acres of landscaped gardens with a sizeable tree lined pond at the back. The latter, incidentally, accounts for the culverting of the stream that once flowed along the edge of Dalton Green. Today, a small estate of modern houses occupies the former gardens and the house is presently used as a resource centre. The pond, however, has survived. On the lower side of the house, Tolson Grange, a modern sheltered housing complex, commemorates the Tolson connection.

A little higher up the hill, on the right hand side, a row of early nineteenth century houses, called Greenhead Cottages, stands just beyond the southernmost limit of Dalton Green. For a time, during the nineteenth century, the section of road in front of and below the cottages was called Lockwood Lane.

Continuing up the hill notice, at the junction with Forest Road on the right, the name change from Greenhead Lane to Bank End Lane.

BANK END LANE (57)

The bank in question is Almondbury Bank, the high ground ahead and to the right which stretches from Forest Road to the section of Ogilby's London Road now itself called Almondbury Bank. Like Bank End Lane, Forest Road leads to Almondbury Bank (the road) but whilst the former climbs the steep gradient ahead, the latter follows a contour round the hill and thus provides an easier route. Because a 'lane' is usually older than a 'road' and because it was quite common for early highways to pay no heed to steep gradients and not uncommon for later ones to find easier routes it would be easy to conclude that Bank End Lane is older than Forest Road. However it is not quite so simple, as the name Forest Road only dates back to the last quarter of the nineteenth century. Before that, Forest Road was called Bank End Lane and the two identically named sections were obviously regarded as one road. Which of the two sections was Ogilby's way to the London Road is difficult

to decide as his map is not detailed enough to make a positive identification. Consequently, we include both sections in the fairly certain knowledge that one of them must be right (see No.59).

One tenth of a mile beyond Forest Road, stop just beyond an old farm house on the left to look back at the splendid view over Dalton. From this altitude it is possible to pick out several places and buildings we have passed on the tour including Whitacre Street, Leeds Road, Hollidays, Bradley Church, the sewage works, the Midland Railway viaduct, Dalton Bank and Nab Hill, Dalton Bank Road, Zeneca, Jagger Lane, Rawthorpe Lane and Long Lane, the site of Mill Hill and Dalton Green Lane with the remnant of the green on the right. The view extends to Deighton and Bradley and, beyond, to Odsal Top near Bradford and Hartshead Moor where, on a clear day, the busy M62 and the motorway service station can be made out. There is more to see, of course, but we leave the rest to you.

Before leaving the view notice the footpath on the left. For about four hundred and fifty yards (409M) this follows exactly the line of the old boundary between Dalton and Almondbury which ran from here down the hillside towards the Fenay Beck. On the other side of the road the boundary came off the high ground along the line of the gated path.

In some parts of England, boundaries shown on nineteenth century O.S. maps have been proved to correspond exactly with perambulations described in Anglo Saxon charters. Although we cannot prove such antiquity for this boundary, it is likely to date back at least to Norman times for, according to the countryside expert Oliver Rackham, by the end of the twelfth century boundaries everywhere were frozen and remained unaltered until the great territorial changes of the nineteenth century. Where possible, early boundaries took the obvious course and followed streams, hedges, ditches, woods, footpaths, highways and hill tops. In the absence of such linear features, ditches were dug, banks were piled up and ponds, boulders, tumuli, standing stones and even single trees were used as boundary markers.

At first, boundaries were preserved by word of mouth passed down from generation to generation and this oral tradition was reinforced by frequent perambulations of the bounds which always followed a clockwise direction and included many traditional stops for Bible readings and prayers. Eventually, the routes of perambulations were written down and where they survive

such descriptions are of great interest.

A recitation of the bounds of Almondbury survives from 1584 and begins: 'They say that the ring and uttermost boundaries of the said manor and lordship of Almondbury are as followeth first from the Ravensknoll Hill as one hedge divideth to John North house and so eastward upon the height to the Smithy Dyke ...' (Smithy Dike is the present day Fenay Beck). Here, in Bank End Lane, we are about three hundred yards (273M) from the edge of Ravensnowle Hill on the right and at the point where the boundary turned 'eastwards upon the height' to run down to the Fenay Valley. From there, following streams and ditches for the most part, it continued, dividing Almondbury from the adjacent manors of Lepton, Woodsome, Honley, North Crosland, South Crosland and Huddersfield. Shortly, we shall meet the line of the old boundary again as it returns towards its starting point.

Two hundred yards (182M) beyond the boundary, just after a sharp bend in the road, the houses on the left hand side stand on the site of a row of nineteenth century cottages called Ready Money Row. Whether this unusual name describes a condition governing the purchase of the cottages is a matter of conjecture.

Fifty yards (45M) further along, Bank End Lane meets Almondbury Bank.

ALMONDBURY BANK (58)

In 1675, John Ogilby published a series of road maps showing the country's principal routes, one of which led from London in the south to Richmond in the north. Locally, this highway, or, more correctly, series of highways, passed through Kirkburton, Almondbury, Huddersfield, Fartown, Cowcliffe and Fixby and, for the most part, the routes Ogilby used have survived to become part of the modern road system (see D.O.H.1.i.). Almondbury Bank was part of this long distance highway and it is likely that it was here, at this junction, that Ogilby's road to Colne Bridge branched out of the main route. However, the other end of Bank End Lane (now called Forest Road) also joins Almondbury Bank and it is just possible that Ogilby took the lower route. Consequently, we have incorporated that route into the tour and we leave you, the reader, to decide which of the two is most likely.

To reach the lower route, turn right into Almondbury Bank and continue

down the hill for about five hundred yards (450M) towards the junction with Forest Road. Just above Forest Road, the old boundary crossed Almondbury Bank on its way back to the starting point. Although here it is obviously not following a stream or a ditch, nevertheless its line is marked by the footpath on the left and, more unusually, by the angled gable-end of a house on the right. Beyond the house the boundary ran straight up to the high ground above Forest Road to finish, according to the 1584 recitation of the bounds, at 'the north end of one close called North Royd parcell of the inheritance of William Beaumont gentleman now in the tenure of John Boothroyd being the said Ravens Knoll hill where the said boundary first began'.

FOREST ROAD (59)

Today, Forest Road with its modern houses has no great feeling of age but until the late nineteenth century it was a quiet lane, empty of buildings of any kind, running round the flank of Ravensknowle Hill to provide a level route from Greenhead Lane to Almondbury Bank.

About a hundred yards (90M) along Forest Road it is worth a short stop to look over the wall on the left at the view which extends over Moldgreen and Huddersfield to Sheepridge, Fartown, Cowcliffe, Fixby, Lindley, Outlane, Golcar and Scapegoat Hill.

A little further along, notice the trees on the hillside above the houses on the right. In the mid-nineteenth century this narrow strip of woodland rejoiced in the name of Radical Forest and it could be that when a new name was sought for this section of Bank End Lane it was this 'forest' that sprang to mind. Just before the road bends to the right it is possible, through gaps in the houses on the left, to catch a glimpse of Ravensknowle Park, about a hundred feet below.

Once back at Greenhead Lane turn left to the bottom of the hill and left again at the traffic lights into the main road.

WAKEFIELD ROAD (60)

An Act of Parliament passed in 1758 gave Huddersfield its first turnpike road. Known as the Wakefield to Austerlands turnpike, locally it passed through Lepton, Almondbury, Huddersfield, Crosland Moor and Marsden (see D.O.H.2.ü.). Early Turnpike Acts required trustees to repair, widen and

improve the surface of already existing roads but only rarely to construct new ones. This first turnpike, therefore, followed indirect hilly routes and paid little attention to ease of passage. By the beginning of the nineteenth century the volume of wheeled traffic using the turnpikes had increased dramatically and there was a growing demand for road improvements in general and, in particular, for the elimination of steep gradients. Consequently, about sixty years after the first Act, the trustees obtained authorisation to construct new roads to replace the most difficult sections of the earlier route. Dating from 1820 Wakefield Road was one such road built to bypass the steep slopes between Almondbury and Lepton. The new road left the old at the bottom of Almondbury Bank (part of 1758 turnpike as well as the London Road) and ran through Moldgreen and Greenside to Lepton where the two routes rejoined at the top of Rowley Lane.

Soon after turning into Wakefield Road notice (if traffic conditions allow) a metalled path at the end of the row of shops on the right. This was once the entrance road to Dives House, an old farmstead which was demolished in 1957. The house and its ancient barn can be traced back to the sixteenth century and it seems likely that it stood on the site of a medieval building as the name is thought to originate with Thomas Dives who was living in Dalton in the fourteenth century. As with most old houses there were several legends attached to Dives House including ghostly apparitions, unexplained noises and the murder there of a Catholic priest. It was also firmly believed that Cromwell's soldiers used the barn as an overnight billet.

After passing through the hands of several local families, Dives House was purchased by Sir John William Ramsden in 1878 and it became the property of the local authority when the Corporation bought the Ramsden estate in 1921. Thereafter, the house was partitioned into three dwellings, the lands were sold to developers and by the end of the 1930s Dives House was surrounded on all sides by modern houses. In 1950 the barn became an offshoot of the Tolson Museum when it was used to display old agricultural equipment.

Four years later, as a result of storm damage, the barn became unsafe and was closed to the public. At that time there was little local interest in conserving historic buildings and when, in November 1955, the Council met to consider the future of the barn the consensus was for demolition; only

six of the sixty members present voted for retention and repairs. A reprieve was offered by the Halifax Museum Services when they sought and received permission to carefully dismantle the barn and re-site it at Shibden Hall Park. Unfortunately, soon after it was re-erected it was destroyed by fire.

The house itself, despite its age, received no special consideration and it was demolished at the same time as the barn. Today, the site of Dives House is a rough, open space occupied by some thirty garages in various states of repair and the only small reminder that this was once an occupation-site are two short sections of the old boundary wall, a few worked stones used as copings on the wall and, inevitably, an abundance of nettles. If a dispossessed ghost roams the site we have never seen it.

THE ROEBUCK MEMORIAL HOMES (61)

On the right hand side of Wakefield Road look out for four pairs of houses standing in pleasant gardens. The houses were given to the town by Harry Roebuck who was born at Little Carr Green, Dalton in 1857. At the age of twenty-one he founded a cabinet making business, known as the Steam Cabinet Works, at Storthes, Moldgreen and in 1903 he opened a large furniture shop and workrooms at Aspley. Over the next few years the firm grew steadily until there were fifteen Roebuck branch shops in West Yorkshire and Lancashire. When he retired in 1922 his sons Gilbert and Clement took over the management of the firm which thrived for another forty years. In the 1960s, as they approached retirement, the brothers gradually disposed of the branch shops and the firm finally closed down in 1967 when the premises at Aspley were sold.

Ten years after he retired, Harry Roebuck built the eight houses in Wakefield Road as a Memorial to his wife, Jane, and his son, Leonard, an officer in the Royal Flying Corps who was fatally injured in a flying accident in 1918. In January 1933 Mr. Roebuck presented the houses, which he endowed free of rents, rates, lighting and heating, to the Corporation to use as 'eventide homes' for elderly, impoverished couples.

The houses with their connecting loggias, central summerhouse and attractive gardens were much admired at the time of their construction and were described by a local newspaper as an 'architectural gem' and 'a source of envy to visitors from a distance'.

Harry Roebuck died in November 1938. Just over thirty years later, his son Clement, inspired no doubt by his father's example, built, endowed and presented four cottage homes to the village of Kettlewell in the Yorkshire Dales.

RAVENSKNOWLE (62)

About a quarter of a mile past the Memorial Homes our route passes the park and museum at Ravensknowle on the left. Both are worth a visit so, if time and inclination allow, turn in at the main entrance, drive slowly up the path and park in front of the museum.

Legh Tolson in his essay, 'History of Ravensknowle', says that the earliest mention of Ravensknowle is found in 1446 when William Dyghton of Ravensknowle was witness to a land transaction in Dalton. In 1481 the estate was sold to the Saviles and afterwards it was successively owned by the Wheatleys, the Hirsts and the Lister-Kayes. When the estate was sold by auction in 1827 part of it was bought by Thomas Wilson of Birkby who afterwards built the lodge at the Ravensknowle Road entrance. In 1850, Thomas Wilson sold his estate to his nephew, John Beaumont.

Born in Dalton, in 1808, John Beaumont was a successful businessman who, in the 1850s, employed more than seven hundred and fifty workers in his fancy-cloth manufacturing business. A decade after he bought the estate he built Ravenknowle Hall (the present-day museum) and afterwards lived there in retirement with his wife Amelia and their only child Sarah Martha. The mansion, which was designed by Richard Tress, was built at a reputed cost of £20,000 in the Italianate style. Inside, the many decorative features included carved stone, rich plasterwork, inlaid and tile floors, elaborate ceilings and a handsome staircase. The impressive stable block to the right of the mansion was built at the same time and housed the outdoor staff as well as the horses.

After John Beaumont's death in 1889, the house passed to his daughter who, after her marriage rather late in life, moved away from Huddersfield. She leased the mansion to Robert Holliday, youngest son of Read Holliday, and after his death in 1901 sold it to her cousin, Legh Tolson, for £6,000. At that time Tolson was living at Elm Lea, a house in Ravensknowle Road, which had previously been occupied by his brother Whiteley. Tolson altered

and extended the south west end of the house and converted the whole into two separate dwellings, Ravensknowle and Ravenshill. For some years the two sections were occupied by tenants but in 1914, two years after the death of his first wife, Charlotte, Tolson moved into Ravenshill with his second wife, Dorothy.

Legh Tolson, who was born at Oaklands in 1856, maintained a lifelong interest in local history, archeology and heraldry. In 1890, he paid for the Kirkheaton Parish Registers, which were in a sorry state, to be repaired and rebound at the Public Record Office in London and afterwards provided a safe for their storage. He was an active member of the Yorkshire Archeological Society and a founder and lifelong member of the Yorkshire Tykes Club. In 1929 he published privately a history of the church and parish of Kirkheaton which he illustrated with his own drawings.

When he decided to retire to the Lake District in 1919, Legh Tolson offered Ravensknowle to the corporation as a Memorial to his nephews, Robert and James, sons of his older brother Whiteley, who lost their lives in the First World War. He suggested that the mansion should become a municipal museum and the grounds a public park. His generous offer was accepted in Council on 16th July 1919 and five months later, at a meeting of the General Purposes Committee, a Standing Committee, consisting of the Mayor, two members of the Finance Committee, three representatives of the Moldgreen Ward, three members of the Public Library Committee, three members of the Parks Committee and three Technical College Governors, was appointed to manage the estate and supervise the preparatory work for the museum. The Deed of Gift was completed on 31st December 1919 and at the same time it was announced that Leeds University was prepared to hand over to the new museum the collection of Roman remains found at Slack, Outlane, which was at that time preserved at the University. Other exhibits came from a museum which had been developed at the Technical College by Dr. T.W. Woodhead, head of the biology department.

Legh Tolson had previously invited Dr. Woodhead to prepare a scheme for the development of a municipal museum. This was accepted by the Council and Dr. Woodhead was appointed Director of the museum.

The park at Ravensknowle was opened to the public without ceremony on Whit-Saturday, 14th May 1921. Just over a year later on Saturday 27th

May 1922 the Tolson Memorial Museum was officially opened by Legh Tolson with a golden key presented to him by the Mayor, Alderman Wilfred Dawson. In his speech the Mayor paid tribute to Mr. Tolson and thanked him for a very wonderful gift made in the most graceful manner he (the Mayor) had ever known a gift to be made. In reply, Mr. Tolson thanked Dr. Woodhead, Seth Mosley the curator and others who had helped to arrange the exhibits and said he hoped the museum would be a source of interest to many and the park a source of pleasure to both young and old. He concluded by requesting his audience to give some thought not only to his two nephews but also to 'the great host of brave young men who died that the people of this country might have freedom and victory'.

After the official party had toured the museum, the tennis courts (at that time in front of the museum) were officially opened by Mrs. Legh Tolson who was presented with an inscribed tennis racquet. Afterwards, Mrs. Tolson played in the first match, a mixed doubles. During the afternoon and evening of that gloriously sunny day, Moldgreen Brass Band entertained the crowds from a newly erected bandstand.

In the ten years of life he had left, Legh Tolson saw his hopes for Ravenknowle fulfilled. Both park and museum became - and remain a source of interest and pleasure. He died on 17th January 1932 at Barton House near Penrith and was buried at Barton Church. He is also commemoratcd with his mother, father and first wife on a gravestone at Kirkheaton.

On lst July 1923, Huddersfield's first municipal bowling green was opened in the park when an inaugural match was played between Councillor Robson and Alderman Halstead. On the same day, a newly completed aviary was to be presented by Councillor Hirst to the Mayor; unfortunatcly, the latter could not be present and the birds took up occupation without any official ceremony. Sadly, the aviary is long gone but some of our readers will remember it and will recall, like us, the fascinating contrast between its lively, noisy occupants and the sombre, silent stuffed birds in the museum.

In November 1926, Mr. J. Roebuck of Honley presented a handloom to the museum to be displayed in a new Industrial Room. Other items in the room included a pair of cropping shears, one of the cropping machines so detested by the Luddites and a hammer used by them in their machine

breaking activities. These exhibits, which are of special local interest, are still on display. In more recent years the museum has becn extended and its exhibits have benefited from modern ideas about interpretation and display. It is no exaggeration to describe it as a treasure house for anyone interested in local and natural history and we commend it to any of our readers who do not know it.

Outside the museum, a number of historical items are preserved in the park the most obvious of which is the shelter, erected in 1931, which stands to the east of the museum. Most of the material used in the construction of the shelter was salvaged from the Huddersfield Cloth Hall (demolished in 1930) including the hand made bricks, ten massive pillars from the central hall of the old building and the cuppola with the clock and bell that for more than a century regulated the start and finish of business on market days. Also preserved on the shelter are two plaques commemorating the building and later restoration of the Cloth Hall. Another remnant of the Cloth Hall, the western entrance, was re-erected in April 1932 to form a gateway to the park from Ravensknowle Road.

Other interesting items in the park include the remains of a Roman hypocaust from Slack, an old boundary stone, a stone tablet commemorating the erection of the prison in Bull and Mouth Strect, Huddersfield, the granite pedestal of Sir Robert Peel's statue that once stood in St. George's Square and, grouped together near the coach house, the remains of an ancient doorway, an old bake-oven and a trough.

Before leaving, be sure to notice the steep Ravenknowle Hill behind the park which, as a knoll is a hill, must be the origin of the name. The interpretation of place names is frought with difficulties but it is possible that this name can be interpreted literally from the Old English words hraefn (raven) and cnoll (hill, mound), as the hill inhabited by ravens. Another possibility is that the first element is from the Old Norse personal name Hrafn which would give a meaning of the hill belonging to Hrafn. Looking up at the hill from the park it is easy to see why, hundreds of years ago, this most prominent landmark was considered to be a suitable place to begin and end the perambulation of the bounds of Almondbury.

Whilst driving out of the park, notice the lodge on the left. This was pulled down and rebuilt exactly as before when Wakefield Road was widened

in 1923.

MOLDGREEN (63)

The road beyond the Junction traffic lights at Moldgreen, which dates from 1989, bypasses the 1820 route between the Junction and Almondbury Bank. The older route survives and has been designated Old Wakefield Road, but, as may be seen on the right, it is now merely a by way. As a result of the new work a good deal of property in this area was demolished including the Junction Inn which was the terminus of the Moldgreen tramway. Because road alignments in this area have changed since 1989 it is impossible to pinpoint the position of the inn, the site of which now lies somewhere under the modern road, but it stood on the left hand side of the old road opposite the Ivy Green public house.

The tram service to Moldgreen was inaugurated on 9th May 1885. At first, operating difficulties precluded the use of steam trams on the line and for three years horse traction was used. The journey to Moldgreen from St. George's Square took twelve minutes and two double decker tramcars, each drawn by three horses, provided a half-hourly service. The reversible cars had sixteen cushioned seats inside and eighteen seats outside, on top. Brakes to all four wheels helped the horses to negotiate the difficult bend and gradient at Green Cross Corner.

On the inaugural journey, the tramway superintendent and several town Councillors were allowed to travel gratis to Moldgreen and back. The receipts for the first day amounted to the satisfactory sum of £6.10s.3d. although on one journey - probably the first - the takings were as low as 8d. Shortly after the line opened it was reported that the horses had 'a stiff job ascending the hills' and, despite an officially expressed assurance that with use the tramlines would become smoother, the animals' hard labour was to continue until April 1888 when they were replaced by steam engines. In September 1890 the tramway was extended along Wakefield Road to Waterloo and in May 1902 the line was electrified.

THE MILESTONE (64)

Immediately after the traffic lights, an old triangular milestone on the left, records the distance to and from Huddersfield as one mile. The stone

was removed from its original position on the old turnpike and accurately placed here in 1989. The plaque at the side of the milestone commemorates the opening of the Wakefield Road improvements by Barry Sheerman M.P. on 11th September 1989.

THE REGAL (65)

On the right hand side of the road, the Moldgreen United Reform Church stands partly on the site of its 1865 predecessor and partly on the site of the Regal Cinema both of which were demolished to make way for the new road. The Regal, which was a converted private residence, opened without ceremony on 6th April 1936. For some twenty years the cinema presented two different programmes every week to full and enthusiastic houses. Later, as more and more people acquired television sets, audiences dwindled and the Regal, like many local cinemas, closed in the 1960s. Afterwards the building was used for many years as a retail carpet outlet.

ASPLEY (66)

Just beyond the traffic lights at the bottom of Almondbury Bank the new road rejoins the 1820 route. As we have travelled and described this route before (D.O.H.1.i. Nos.53 to 60) we only need to mention that Harry Roebuck's furniture shop stood near the river on a site now covered by a supermarket car-park. And a little further on, whilst waiting at the traffic lights at Aspley, you might like to reflect that it was here, on 10th January 1931, that Alderman Dawson switched on the first 'traffic robots' in the town. The new lights which, in the parlance of the time, flashed directions to any passing motorists, worked from eight a.m. to eleven p.m. and did away with the necessity of a point constable.

BRIERLEYS (67)

Whilst approaching the traffic roundabout at Shore Head notice, over on the right, Turnbridge Mills (a large building easily identified by its blue fire-escape).

The building, which dates back to 1846, is the property of Messrs. John L. Brierley and was bought by them in 1895 two years after they started their yarn spinning business in Firth Street.

Shortly after 'Discovering Old Huddersfield' part one was published we were gently rebuked by Mr. John Brierley for not mentioning the mill which has a long history in the town. More importantly, he pointed out, the Company provides employment for the area and therefore represents the future which is so much more important than the past. Briefly then, at the end of this tour, we repair our omission.

Surviving a fire of 1918, the General Strike of 1926 and the depression of the 1930s, the firm was virtually bankrupt in 1938. The outbreak of war in 1939 however brought increased orders and Brierleys held on. In 1941, on Government orders, most of the mill was taken over by David Brown Engineering Ltd. for making and storing essential engineering parts for the war effort. After the war, Brierleys returned to full production. Since then the Company has survived many vicissitudes of trade mainly through their policy of investing in modern machinery and ploughing back profits in the mill. Today, the directors are understandably proud that this family firm is still in production more than a century after it was founded.

Shortly after Shore Head we reach the bottom of Kirkgate and the end of the tour. The parish church of St. Peter's in Kirkgate, an early Victorian structure standing on a site that dates back to Norman times, will, with luck, be the starting point of our Millennium project: 'Discovering Old Huddersfield' part four.

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ON THE TRAIL OF THE HOLMFIRTH FLOOD.	1996

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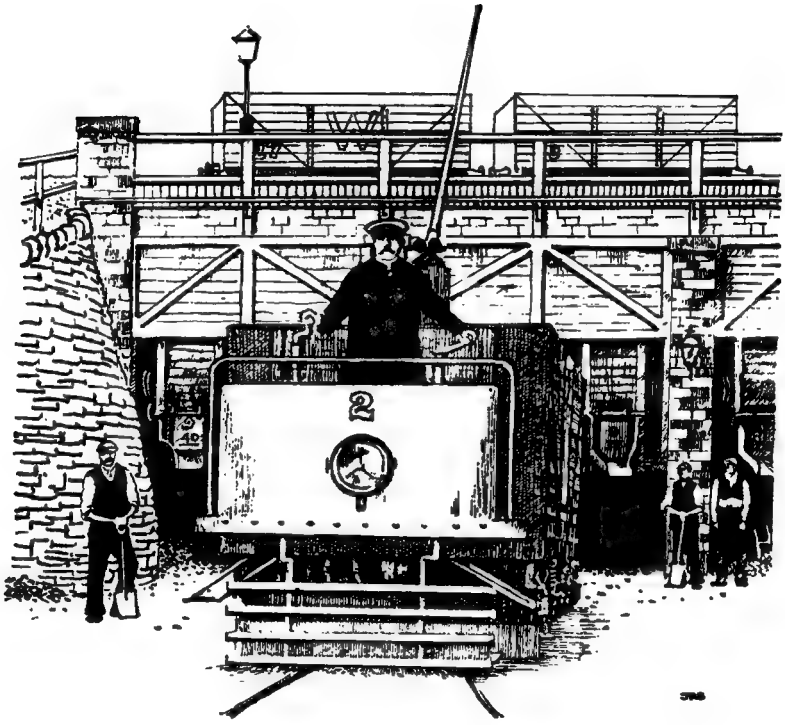

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DISCOVERING

OLD HUDDERSFIELD

PART FOUR

Gordon and Enid Minter

Front cover:- Cambridge Road Baths
Back cover:- Clock Tower, Lindley

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PART FOUR

By

Gordon and Enid Minter

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MORTUARY CHAPELS, EDGERTON

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'Man could scarcely have achieved a greater triumph than that which shews itself in the work he has done in this town and neighbourhood.'

George Searle Phillips, 1848

INTRODUCTION

Like the other books in the Discovering Old Huddersfield series, part four is designed to take you, the reader, out into the local district to discover how much of the past remains to be seen in our busy modern town and suburbs and, in some cases, how much has disappeared. Initially, we put together a route that started at the Parish Church in Kirkgate, ran through Newhouse, Marsh, Lindley, Paddock, Beaumont Park, Armitage Bridge, Berry Brow and Almondbury and ended at the old Palace Theatre in Kirkgate. However, when we started the research we soon realised that by the time we reached Beaumont Park we would have enough material for the whole book. Consequently, part four contains only one car tour - our shortest so far - and the route is not circular. But Beaumont Park is as pleasant a place as any to end the tour offering, as it does, the opportunity to take a quiet stroll after eight eventful, interesting and busy miles.

As in the earlier books we have given directions for the whole route before the commentary. To help locate the features discussed in the commentary each has been given a reference number which appears in the appropriate place in the directions. Where there may be some confusion, directions also appear, in italics, in the text. The roads covered on this tour are, more often than not, extremely busy. Fast moving traffic has no sympathy for dawdlers and it is inevitable that some sites will be passed before they are recognised. There is, then, a lot to be said for tackling parts of the route on foot and to this end we have noted each mile in the directions. Thus, if you decide to leave your car to explore sites or features of particular interest to you, you will know roughly how far you have to walk.

Occasionally, we have suggested short optional walks or drives. Directions for these, (O.W. and O.D.), are given, in italics, in the commentary. Inevitably, in part four we meet routes of previous tours and where we come upon features already described, rather than repeat ourselves, we refer you to the appropriate places in parts one, two and three. Thus D.O.H.2.i. No.51 refers to part two, tour one, number 51. Using this method helps us to explain why, for example, in this book we pass an interesting area like Greenhead Park without comment.

With the dawn of a new century we have, grudgingly, decided that the

time has come to give precedence to the metric system. Most distances are given in metres with yards reduced to second place. Only when we are quoting from old documents and specifications do we use imperial measurements exclusively. As before, in both commentary and directions instead of using compass points we have used the less complicated left and right hand side and these should, of course, be taken to refer to the direction in which you are travelling.

Once again we give our usual warning that some of the information contained in any guide book is likely to be out of date before the book is published. So speedily does the local scene change that not one of our previous tours is now exactly as we described it and, inevitably, this tour will be similarly affected. Indeed, while writing this introduction in May 2000 we learned of a proposal to institute a new, one way system round the open market in Huddersfield. If this comes to pass part of our route will be cut off. Unfortunately we discovered the scheme too late to change the commentary but we have been able to insert an alternative in the directions. It is also necessary to mention here that the path between the twin chapels in Edgerton Cemetry has recently been closed. If the closure remains in force simply walk round the side of one of the chapels to regain our route. Of course, given their poor state of repair it is possible that the chapels will be demolished in the not too distant future and the scene will be greatly changed.

Once again we acknowledge the help of Mike and Cynthia Beaumont, Susan Cottrill and Alison Hughes all of whom know far, far more about the practical details of producing a book than we do. We thank Peter Greenwood for the history of Brook Motors, Alan Walshaw for the description of card clothing, David Green for patiently answering our questions about the Brown Cow public house and, of course, Richard Beswick for his illustrations.

Part four has taken eighteen months to write - probably because we are fast approaching extreme old age. Yet we feel we have one more book in us, not, perhaps, a 'tour' book but one that might be subtitled bits and bats and unconsidered trifles - a mixture of interesting sites, buildings and features that we have been unable to attach to a viable route. So, if we are spared, we will be back.

BENEFACTORS AND BUSINESSMEN

When we sought a title for this tour it occurred to us that, in the eight miles involved, we pass the homes and workplaces and (optionally) visit the last resting places of a number of wealthy nineteenth century businessmen some, but by no means all, of whom chose to use their wealth and their position in society to benefit the local community. Of course, as with all our tours much more is involved than the title suggests and this one includes churches and chapels, schools, warehouses, co-operative stores, cinemas and a theatre, tramways, railways and the canal, old water courses, bridges, Edgerton Cemetery and the late and lamented Cambridge Road Baths.

Beaumont Park is the last of Huddersfield's four major parks to be included in our tours and we have devoted rather a lot of space to it. There are three reasons for this: it was the first public park in the district to be officially opened; the opening day provides a good example, only hinted at in our previous tours, of how our forebears liked to indulge themselves in an orgy of bunting and banners, processions and speeches; we like Victorian parks.

DIRECTIONS

The tour starts at the church gates in Kirkgate (1,2). Turn right into Byram Street (3, 4, 5, 6) cross St. Peter's Street and Northumberland Street (7) and turn left into Brook Street. At the top of Brook Street turn right into John William Street and continue under the railway viaduct into St. John's Road. In approximately 320 metres (350 yds) turn left into Clare Hill (8, 9). *ALTERNATIVE ROUTE: It is likely that from Northumberland Street, Byram Street and Brook Street will soon become part of a one way system thus blocking the above route to Clare Hill. In this eventuality turn right at Northumberland Street and left at the ring road, s.p. Bradford, Halifax and Rochdale, take the right hand lane under the viaduct, turn right into St. John's Road, s.p. Cambridge Road car park, and in 320 metres (350 yds) turn left into Clare Hill.*

In 228 metres (250 yds) turn left into Claremont Street and in 83 metres (90 yds) turn right Belmont Street (10). At the T junction with Highfields Road turn right (O.W. 11,12,13) and almost immediately left into the narrow, cobbled section of the road (14,15) to the junction with New North Road

(16,17). This is one mile from the starting point.

Turn left into New North Road then first right into Mountjoy Road (18,19). At the end of Mountjoy Road turn right into Trinity Street, A640, (20). N.B. This difficult right turn should be executed with extreme caution. At the Gledholt roundabout take the second exit, s.p. Rochdale, M62 and the west, into Westbourne Road (21) and continue through Marsh (22, 23, 24, 25) to the roundabout (26) by the Bay Horse public house. This is one mile from the end of Highfields Road.

At the roundabout take the third exit into Acre Street (27, 28, 29, 30, 31, 32). At the Clock Tower (33) continue straight ahead into Lidget Street (34, 35,36, 37,38). From the end of Lidget Street turn left into West Street (39) and follow this to its junction with Cowrakes Road (40). This is one mile from the Bay Horse.

Follow Cowrakes Road (41) up the hill and at the next cross-roads continue straight ahead into Moor Hill Road (42,43, 44, 45, 46, 47). At the end of Moor Hill Road turn left into New Hey Road, A640. This is one mile from the beginning of Cowrakes Road.

Drive down New Hey Road, through Marsh, and after 1.8 miles, at the Gledholt roundabout by the Junction public house take the third exit into Gledholt Road to pass Gledholt Hall on the right (48, 49, O.W. 50) . This is two miles from the end of Moor Hill Road.

Continue down Gledholt Road (51,52) to Paddock Triangle (53), turn right then quickly left into Colne Street and down the hill to Paddock Foot (54, 55, 56, 57, O. W. 58, 59). Follow Paddock Foot into Longroyd Lane, s.p. Oldham A62, and at the traffic lights at Longroyd Bridge turn right into Manchester Road and, at the next lights, left into St. Thomas' Road (60, 61, 62, 63, 64). Continue to the traffic lights at Folly Hall. This is one mile from Gledholt Hall.

Turn right at the lights into Lockwood Road and after two thirds of a mile, at the traffic lights at Lockwood Bar, take the left hand lane and continue straight ahead into Meltham Road, s.p. B6108 Netherton and Meltham (O.D. 65, 66). After about a quarter of a mile fork right into Hanson Lane and at the top of the hill continue straight ahead into Beaumont Park Road. In half a mile stop outside the main gates of Beaumont Park (67, O.W. 68) where the tour ends. This is 1.4 miles from Folly Hall, 8.4 miles from the starting point.

Because the first part of our tour runs through two busy town streets readers might like to try for a parking space in either Lord Street or Byram Street and explore Nos. 1 to 5 on foot.

THE PARISH CHURCH OF ST. PETER (1)

Like the parish churches of Almondbury and Kirkheaton, St. Peter's church was built near the eastern edge of its large parish and close to an ancient north-south highway.

After the Norman Conquest in 1066 Huddersfield was one of two hundred manors granted by King William I to one of his supporters, Ilbert de Laci, the whole estate forming the Honour of Pontefract. There was no mention of a church in Huddersfield in 1086 when the manor was described in Domesday Book.

Legend has it that the first church on the site was erected by Walter de Laci who, when he fell into a marsh somewhere between Huddersfield and Halifax, swore to his God that if he was saved he would build a church on the family lands in Huddersfield. Whether or not this romantic tale is true, it is likely that the first church on the site was built by the de Lacis towards the end of the eleventh century. Certainly the church was up and running by 1130 for in that year it was granted to the Priory of St. Oswald at Nostell.

For the next four hundred years the Priory was in possession of the church and its lands and the Prior had the right and duty to appoint a vicar as and when necessary. The first vicar of whom there is any record was Michael de Wakefield who was appointed in 1216. He was allowed a suitable vicarage, which was built close to the church, and he was granted the offerings at the alter. The Prior reserved for himself the tythes of corn, hay, peas and beans. A tythe is a tenth and therefore the Prior was receiving, in kind, a tenth of all the most important produce of the parish. In later times, vicars were allowed the smaller tythes such as wool and lambs but right up to the Reformation the Prior continued to receive the greater tythes.

In the early years of the sixteenth century the small Norman church was pulled down and replaced by a larger and more imposing structure which was consecrated in 1503. In 1546, after the Reformation, William Ramsden purchased the advowson of Huddersfield church - that is the right to appoint a vicar.

In 1575, only seventy years after the rebuilding, a report stated that the chancel was 'out of reparation and the raine raineth into the church.' The chancel roof, in fact, had collapsed in 1568 killing the parish clerk. The Kaye Commonplace Book, compiled by Arthur Kaye of Woodsome and his heirs, gives an insight into the condition of the church towards the end of the sixteenth century. It seems that the church was without stalls and the parishioners had to kneel on a floor that was 'very filthy and uncomely.' With the consent of the parish the Kayes put in new stalls dividing the seating accommodation into two parts to '....avoid contention and strife without offence to any.'

Superficial repairs to the second parish church were probably carried out as and when needed for the next two hundred years. A vestry meeting held on the 11th December 1811 records that 'the spire of the Parish Church should be taken down and at a proper season of the year the tower should be raised about seventy yards from the highest course.' This is the only written reference we have found to the second church having a spire.

By 1830 the building was in a critical state. A survey carried out at the time reported that the rafters and principals were decayed and rotten and that a new roof was urgently needed. This would cost £780 but, the surveyor pointed out '...it would be almost useless putting a new roof on the present walls and pillars... as there is not a straight plumb wall about the building... several of the pillars are also not perpendicular and must be taken down if the church is repaired.' The surveyor also reported that the foundations were in a very bad condition and resting only on loose boulders. Nothing was done at that time and a report of 1831 states that the roof was propped up with poles.

In 1834 action was at last taken and the poor old church was demolished. The present church, built to the design of J. P. Pritchett at a cost of £10,000, opened for worship in October 1836. The builder, W. Exley, who had presented the lowest tender, used stones salvaged from the old church and unfortunately laid them with the natural bed vertical and facing the weather. As a result, the stonework was found to be flaking and crumbling within twenty years of completion although it was not until well into the last century that the problem was addressed and repairs were made.

Before leaving the church, glance back to the Chicago Rock Cafe at

the corner of Kirkgate and Venn Street. This was the location of St. Peter's vicarage and gardens until 1842 when, at the request of the then incumbent, new prestigious premises were built in Greenhead Road (see D.O.H. 2.i.No.10). After the site was cleared, Venn Street, named in memory of the Rev. Henry Venn, was constructed across the gardens and later the Palace Variety Theatre was built on part of the site.

THE PALACE THEATRE (2)

The Palace Theatre opened its doors to the public for the first time on 2nd August 1909. Much thought had been given to the safety and comfort of the audience and it was claimed, prophetically as it turned out, that the several exit doors, fitted with the new-fangled panic bolts, would allow the building to be evacuated in minutes. There were no side seats in this ultra-modern theatre and it was the boast of the management that, 'Whether one paid twopence for seats at the back of the gallery or a shilling for the front stalls there was an excellent view of the stage and all that was going on there.'

From the start, the management promised 'not deep, dull or heavy items but advanced vaudeville, sparkling, clean, instructive and entertaining.' The bill for the first night allows us a glimpse of what constituted popular entertainment in those far off days:

> Chas. T. Aldrich - a man of many parts.
> Arthur Gillimore Trio - popular comedy artistes.
> Arthur Woodville - versatile light comedian.
> Bernard & Western - comedians and dancers.
> Beatrice Willet - a melody of old flower songs.
> Four Sidney Girls - vocalists and dancers.
> Garrics - in a pot-pourri of charming songs.

'Advanced vaudeville' featuring singers, dancers, acrobats, jugglers, magicians and comedians proved a successful formula and for the next twenty seven years the sixteen hundred seats were usually filled, twice nightly. Ladies and children were encouraged to attend the early performances at seven o'clock as, the management said, 'these are given especially for you.' What went on at the nine o'clock performances we

cannot imagine.

On 23rd January 1936 at six-thirty p.m. an electrical fault on a switch-board caused a fire which spread rapidly. Those patrons who were in their seats at the time were led to safety by the manger, Mr. Frederick Pitt, who, despite suffocating smoke, also managed to rescue his pet pigeon, Ko-Ko, which he was training to play the ukelele with its feet!

The fire-brigade was early at the scene but lack of water pressure hampered their efforts and although they resorted to pumping up water from the canal, by nine-thirty the building was gutted. A great crowd turned out to watch the drama, the early arrivals securing a 'grandstand' view from St. Peter's churchyard.

Work on rebuilding the Palace started immediately and although some of the old fabric was incorporated into the building (notice the outside wall on Venn Street) the look of the new theatre was entirely in keeping with the architecture of the 1930s. The grand re-opening took place on 1st March 1937 in the presence of the Mayor, the Mayoress and several prominent citizens. Despite a heavy snowfall which blocked many roads there was a full house at both performances. The opening show, the Blackpool Arcadian Follies, featured, as star performer, Harry Korris whose popular 'wireless' programme *Happydrome* some of our readers may recall.

The Palace variety shows were particularly popular during the Second World War when their colour, music and laughter provided a brief but welcome escape from grey reality. During this time most of the country's famous acts appeared at the Palace including Sandy Powell, Norman Evans, Frank Randle, Rob Wilton, Suzette Tarry, The Two Leslies, the Western Brothers, Albert Modley, Arthur Askey and Elsie and Doris Waters (Gert & Daisy).

In the 1950s enthusiasm for live variety shows waned and falling attendances led to closure in 1954. Since then the building has been a diners' club, a night club and bingo hall, the latter opening in 1962 and continuing for more than thirty years. In 1998 the interior was completely redesigned when the Palace Theatre became the Chicago Rock Cafe.

BYRAM STREET (3)

Constructed in the last quarter of the nineteenth century, Byram Street

takes its name from Byram Hall near Ferrybridge, the principal seat of the Ramsdens, once lords of the manor of Huddersfield. One of several streets laid out during the development of the north side of the town, Byram Street was built across land previously occupied by the yard belonging to the Swan Inn (now the Pen & Cob) on the other side of Kirkgate. Dating back at least to the early eighteenth century the Swan yard stretched alongside the churchyard from Kirkgate to the area of the present day St. Peter's Street. The yard provided stabling and cart storage and there were also a few workshops, residential houses and a smithy.

A photograph of the yard in 1875, just before its demolition, shows an uneven cobbled floor hemmed in by decrepit buildings with flights of outside stone steps giving access to their upper floors. The light source for the whole yard was one solitary gas lamp fixed on the corner of a building used as a billiard hall.

In 1872 when a new general post office was badly needed in the town the local Chamber of Commerce put forward a strong argument for using the site of the Swan Yard. The post office authorities, however, successfully held out for a site in Northumberland Street which was cheaper (see D.O.H.1.ii.No.5). The buildings were finally demolished in 1878 and Byram Street with its handsome new buildings replaced the dereliction of the old yard.

LIBRARIES IN THE TOWN (4)

Once in Byram Street, notice Church Street on the left where, on both sides, there are buildings with identical facades. The premises on the right, called Somerset Buildings, were once used to house the town's first public library and art gallery.

Although the provision of a public library had been suggested in the 1850s and a Free Library Committee set up in 1880 it was not until 1897 that the Corporation agreed to provide such a service, to commemorate Queen Victoria's Diamond Jubilee. Even then there was opposition to the idea from some members of the Corporation who insisted that a free library would be a waste of public money and a burden on the rates. Although Sir John William Ramsden encouraged the idea and offered Somerset Buildings on a ten year lease at a nominal rent it was only after a very close vote that

approval was given for the scheme to be implemented. A public subscription list was opened with a target of £3000 to purchase ten thousand books but owing to a poor response from the town's industrialists only £1600 was collected and therefore only half the intended number of books could be provided.

On 22nd April 1898 the new library was opened by the Marquis of Ripon and the art gallery by Lady Gwendolen Ramsden. So popular did this free service become that by the late 1920s, despite the addition of new rooms, the premises could no longer adequately cope with public demand. Acknowledging the problem, the Corporation, in May 1928, approved by thirty eight votes to ten, a proposal to demolish the Cloth Hall in Market Street and use the site for a new library and art gallery. Consequently, in June 1929, the tenants of the Cloth Hall were given notice to quit and the building closed six months later. Demolition started in March 1930 and the site was cleared by the end of that year.

In July 1930 the Huddersfield Chamber of Commerce voted unanimously that, owing to the state of trade at that time, no public money should be spent on the new library. Despite this lack of confidence the Corporation, at a meeting held in January 1931, decided to go ahead with the scheme. That decision was reversed in December of the same year when the Corporation announced that the financial climate constituted a national crisis and postponed all public building.

In September 1933 when the Congregational Chapel in Ramsden Street was offered for sale the Corporation moved quickly and within two months finalised the purchase of the property. With two prime sites now in their hands the General Purposes Committee gained approval in February 1934 to use the Ramsden Street site for a new library. Meanwhile, after secret negotiations, the Committee agreed to lease the Cloth Hall site to Union Cinemas who promised to erect 'the finest cinema yet built in the north.' This was the Ritz of popular memory (see D.O.H.1.ii.No.92).

Work started in Ramsden Street in 1937 and the new library and art gallery was completed, at a cost of £102,000, in April 1940. As this was the time of *blitzkrieg* and possible gas attacks the lower ground floor was set aside for use as a first-aid post and decontamination centre whilst the upper floor was to be available, in case of emergency, as a hospital.

After the war the library began an expansion that has continued to the present day and it now deals with a million visitors a year many of whom make use of the invaluable Local Studies and Reference Libraries. It is an undoubted success story and one that has its roots in the small library started here in Church Street just over one hundred years ago.

THE PARISH CHURCH GRAVEYARD (5)

Before returning to your car you might like to take a short stroll through St. Peter's Gardens which were laid out in 1952 over the old graveyard.

Legend has it that when a Bishop consecrated a graveyard he was supposed to walk around the church in rough circle encompassing about one acre of land, hence the term God's Acre. Whether the resulting churchyard was the result of a Bishop's casual wandering or whether he followed a pre-set route is not clear. The oldest stones in a graveyard are often to be found on the eastern side and this has to do with early burial traditions. Bodies were customarily laid in the grave facing east, the direction of the rising sun and Jerusalem, though the clergy were sometimes buried the other way round so as to be ready to preach to their risen congregation on the Day of Resurrection. This, it was believed, would begin at the eastern end of the graveyard which was, therefore, the favoured place of burial, and continue in a sunwise direction to finish at the north or Devil's end. This end was thus, in many parishes, shunned by parishioners and abandoned to strangers and criminals. Later, as the east side filled up, the sunny southern side was favoured.

Unfortunately these customs are no longer evident in St. Peter's graveyard as, when the gardens were laid out, most of the gravestones were removed from their original positions and indiscriminately relaid as paving stones. Weathering and the passage of feet have made some of the stones difficult to read but only a few are illegible and it is worth taking time to discover some of the past inhabitants of the town.

On the north side of the church the tombstone of the eminent builder Joseph Kaye has survived intact although it has probably been moved from its original position. Joseph Kaye (see D.O.H.1.ii.No.9) built many of the public buildings in the town. He did not build the Parish Church but, as his Obituary pointed out, it would have been better for the parish had he done

so. At the right hand side of Kaye's tombstone is one of the oldest surviving outdoor gravestones in the churchyard. Dedicated to the memory of Elizabeth Hanson wife of John Hanson of Beay Hall, unusually it states the date of her baptism, 24th July 1636, as well as the date of her death, 10th January 1673.

On the south side of the church there are a number of interesting old stones to be discovered including one, probably dating from the early seventeenth century, where the decorative border is crisp and clear but the inscription, apart from the name Goodal, is illegible. Here too is the gravestone of Thomas Brooke the Elder of Newhouse who died in 1638 (see D.O.H.3.p.49) and also the stone of his mother, Elizabeth, who 'dyed in the faith of Christ First of February Anno Dom. 1616 Her age 63 y.' This stone was renewed and reused by Barnard Henry Brook in 1855 to remember his wife, Mary Maria. Of course, a few of the town's past residents are buried within the church whilst many more lie in unmarked communal or paupers' graves.

By 1850 it was estimated that some thirty-eight thousand bodies had been buried in the graveyard and letters written at the time describe the awful stench from rotting corpses and the disgusting scenes witnessed at every new interment. Nevertheless, burials were increasing annually and when a Board of Trade inspector was asked to investigate he reported that it was the worse case he had ever come across outside London. After much discussion Joshua Hobson, clerk of the Board of Works, published a recommendation that a new municipal cemetery to be opened at Edgerton where the prevailing winds would carry any emanations away from the town rather than to it. The new cemetery was opened in 1855 and, to the relief of all, burials in the churchyard decreased from that time.

THE GEORGE INN (6)

The building on the corner of Byram Street and St. Peter's Street is reliably believed to have been the George Inn which, until 1850, stood on the north side of the Market Place. The George is thought to date back to c.1716 but this building appears to be later than that and could have replaced an earlier inn of the same name.

In the 1770s, Huddersfield was beginning its thrust forward towards

its prosperous industrial future. By that time the flying shuttle was in general use in the local textile industry and in the mid 1770s the revolutionary spinning jenny reached the Huddersfield area. In 1774 work began on the Ramsden Canal which was to make possible cheap and reliable transportation of raw materials and merchandise. New Turnpike roads were providing easier access to the town and, as the textile industry expanded, buyers and manufacturers came from far and near to do business at the Cloth Hall (opened in 1768). This then is a likely time for a prestigious rebuilding of the town's premier hostelry and certainly this building appears to fit in with the classical architectural designs of those times.

As well as affording accommodation to many of the town's eminent visitors, the George was also the scene of many important business and political meetings. In 1798 a meeting there led to the formation of the Huddersfield Armed Association and five years later another meeting saw the formation of the Upper Agbrigg Volunteers led by Joseph Radcliffe of Milnsbridge. These amateur 'armies' were born out of a fear that the radical ideas behind the French Revolution would spread to this country and indeed the early nineteenth century was a time of growing political awareness and unrest. Many noisy political demonstrations were held in the Market Place and on several occasions orators addressed massed crowds from the windows of the George. Later, residents at the inn might have seen the vast crowds assembled in the Market Place to support Richard Oastler and his Ten Hour Bill and in 1837 they may have witnessed and been intimidated by a hostile and vociferous demonstration against the Poor Law Commissioners who were staying at the George in the hope of meeting the local Board of Guardians.

In 1849, two years after the railway came into Huddersfield, the Ramsden's agent suggested that a new and direct approach to the station from the town could be made by removing the George Inn and extending New Street. Thus the fate of the inn was sealed and it was pulled down in 1850 to make way for John William Street. As already stated, the building was re-erected in St. Peter's Street but it did not re-open as an inn. The licence was transferred to the new George Hotel, built near to the station, which opened in 1851.

THE PRINCESS CINEMA AND CAFÉ DANSANT (7)

The large stone faced building on the corner of Northumberland Street and Byram Street was once one of the town's most popular cinemas, the Princess. Originally the premises of Herbert Dickinson, woollen merchant, the interior of the building was completely gutted, the front elevation was taken down and the foundations lowered a couple of metres. Steelwork was erected to support the roof, upper floor and balcony and a local architect, Clifford Hickson, designed a new front elevation in the neo-classical style. The work was completed at a cost of £30,000 in 1923.

The Princess opened on 19th May 1923 with the presentation of the film *Shifting Sands* to an invited audience. The star of the film, Peggy Hyland, was present at the performance. Two days later, at the first public performance, the film was *Way Down East*.

On 13th May 1929, the film *The Singing Fool* starring Al Jolson opened at the Princess. This, Huddersfield's first exposure to a talking picture, was a great success and the film played to full houses for four weeks, returning, by popular demand, in September for a further week.

The Café Dansant, in the basement of the building, was officially opened by Ald. E. Woodhead on 19th October 1923 at a private dinner-dance, followed by a cabaret. The following day it opened to the public and continued for many years to be a popular venue for Saturday evening dinner-dances. Doubtless some of our readers will remember dancing to the music of Mrs. Elsie Richardson, Mr. Frank Sykes and Mr. Jack Townend, better known as the Princess Trio.

N.B. As we have covered Brook Street and St. John's Road before (D.O.H. 1). We pick up our commentary at Clare Hill.

THE COLLEGIATE SCHOOL (8)

The rough land on the right hand side of Clare Hill (opposite Nos. 13 and 15) was once occupied by the Huddersfield Collegiate School. Founded in 1838 as a proprietory fee-paying school for day boys and boarders it was administrated under the auspices of the Church of England and the headmaster was always an Anglican clergyman. The Collegiate was never as successful as its undenominational rival, Huddersfield College, and by

the late 1870s it was in severe financial difficulties. In 1887, after lengthy negotiations between the proprietors of both schools about the provision of religious education, the Collegiate merged with the College in the latter's premises in New North Road.

The empty Collegiate building was sold to Alfred Jubb who established a printing works there. His venture was successful and in 1891 he opened larger premises between the school and St. John's Road. Thereafter, the building was renamed Albany Hall to commemorate the visit to Huddersfield of H.R.H. Prince Leopold, Duke of Albany (see No.67) and it became a popular venue for social gatherings.

CAMBRIDGE ROAD BATHS (9)

As long as the present generation of Huddersfield people remains alive, Cambridge Road will be remembered for its public swimming baths which stood on a large site on the left hand side of the road. At the time of writing (February 1999) the baths are being demolished and the site is ultimately to be redeveloped. Whether any new buildings will equal the architectural merit of the front elevation of the baths is doubtful.

Provision for public bathing in Huddersfield started in 1869 when the new Corporation purchased and enlarged the swimming baths at Lockwood (see D.O.H.2.i.No.24). Nine years later, the Corporation acquired the gymnasium hall in Ramsden Street for conversion into a town centre swimming pool. Over the years, demand for swimming facilities grew and by 1918 the two existing pools were deemed too small to meet public requirements. Consequently, in 1919, the Corporation decided to build a large public swimming baths on an empty site in Cambridge Road. The landowner, Sir John F. Ramsden, agreed to lease the land to the Corporation for nine hundred and ninety nine years at a nominal rent of one guinea a year provided the baths were built within eighteen months and were not altered, added too or pulled down for the full term of the lease. These conditions no longer applied after the Corporation bought the entire Ramsden estate in Huddersfield in 1920 and, in effect, became its own landlord.

Owing to restrictions on local authority spending after the First World War it was not until January 1928 that the Borough Architect submitted a draft sketch plan of the proposed new baths. The following month, members

of the Baths Committee inspected the public baths at Leeds and Bingley, the only outcome of which seems to have been an instruction to include sufficient accommodation for sun-ray treatment. In July 1928, detailed working drawings were approved and a resolution passed that local stone be used and that the ashlar be polished.

On the Diamond Jubilee day of the incorporation of the Borough, September 27th 1928, the first sod of the new baths was cut by the Mayor. In the following February, final tenders were accepted and building began under the supervision of the late Mr. A. J. Minter of Messrs John Radcliffe & Sons Ltd., masons. On 23rd October 1929, Corporation officials and representatives of swimming clubs in the town were taken by bus to the site where they witnessed the Mayor, Ald. T. Canby, and the Chairman of the Baths Committee, Ald. A. Willis, lay foundation stones.

Cambridge Road Baths, built at a cost of £60,000, comprised one large swimming pool, 33 yards long by 12 yards wide, one small pool, 25 yards long by 12 yards wide, slipper baths for ladies and gentlemen (admission sixpence including the use of two towels) foam baths, shower baths, a cafe and a laundry. The small pool was used for single sex bathing. On 24th August 1931, Alderman Willis formally opened the main door of the building, Councillor George Thorp opened the small pool and the Mayor, Alderman W. T. Priest, opened the large pool. A mannequin parade of Windsor Water Woollies followed! In the evening, a swimming gala was held and so great was public interest that places were soon filled and hundreds of people had to be turned away.

In 1934, a removable dance floor, made in 1931 to cover the large pool, was brought into use and for the next twenty years Cambridge Road Baths served as a popular dance hall during the winter months. No doubt some of our readers will remember happy times there dancing to the music of Aub Hirst, the Ambassadors and many other bands.

Over the years, maintenance of the interior of the building was neglected and in 1997 Kirklees Council decided that the baths should close as it would be impractical to spend the two million pounds needed for repairs. Despite much vociferous and heartfelt opposition from the public the Council remained obdurate and, sadly, the baths closed on 10th August 1998. It is fairly safe to say that whatever stands on the site in the future will not hold

as great a place in public affection as did the Cambridge Road Baths.

NEWHOUSE (10)

Soon after turning right into Belmont Street, notice the house on the left just above Belmont Close. This is Newhouse, the origins of which go back to the early eighteenth century. The 1716 estate map of Huddersfield shows that a Mr. Bradley held the freehold of a large parcel of land in this area together with a smaller freehold in the nearby Highfield area. On a later map (1797) Mr. Bradley's land is shown again but this time with a house, called New House, near to the centre of the larger holding. However, the house must have been well established by this time as we find recorded in the Huddersfield Parish Church register the baptism in 1727 of a daughter of William Bradley of Newhouse. Thus it would seem that early in the eighteenth century William Bradley (or his father) built a new house on his holding, near to the old road to Marsh which was, for two centuries, known as Bradley Lane.

Whether any of the fabric remaining today is part of William Bradley's building is difficult to say. The cement rendering on the front of the house makes dating difficult but the symmetrical design suggests a date nearer to the middle of the eighteenth century than the beginning. However, the north side (facing Belmont Street), despite repairs and renovations carried out in fairly recent times, has the look of an earlier age.

Over the years Newhouse was altered and enlarged and by the early years of the nineteenth century there were ranges of buildings on the north, east and west sides of a small courtyard. At the south side and stretching down the hill in front of the house was a large ornamental garden. (The new apartments in Belmont Close now stand on the site of the front garden.)

The Bradleys' connection with Newhouse came to an end c.1820 and thereafter new streets were laid out across their land which was divided into small freeholds. By 1850, several high status houses had made their appearance near to Newhouse and later in the century Elmwood Avenue with its row of Gothic style villas (Nos. 19-23) was built over the side garden.

Throughout most of the nineteenth century Newhouse and its environs was considered by the well-to-do to be a prestigious address. Merchants, manufacturers, solicitors, brewers, land agents and shop proprietors all lived

here with their families and servants. Included in their number during the 1860s were two prominent public servants, William Keighley, Chairman of the Improvement Commissioners, and John Fligg Brigg who was to become Mayor of Huddersfield in 1875.

The advantage of the Newhouse area to all these important men of business was, of course, that it was pleasantly situated above the town but within half a mile of its centre and their places of work. But fashions change and improving methods of transport encouraged a move towards suburban living. As the twentieth century dawned the popularity of Newhouse began to decline and after the ring road was constructed in the 1960s, cutting off direct access from the town, the area, with its fine houses, became the little known backwater it is today.

After passing Newhouse continue to the top of the hill where a rough path on the right (called Highfields) leads to Edgerton Cemetery. This is our first optional walk; readers who do not wish to walk should continue straight on into the narrow cobbled section of Highfields Road (No.14).

HIGHFIELDS (11) (O.W.)

Turn right into Highfields and park on the right hand side.

The large building on the left hand side of the path, presently occupied by J. O'Shaunessy, builders, was originally built by Benjamin Oxley, coach and cab proprietor. Benjamin Oxley was born in 1847, the son of Joseph Oxley, cab proprietor, whose premises were at 4, Upperhead Road. By 1870 Benjamin was in charge of the business and was advertising himself as a livery stable keeper and a proprietor of omnibuses, mourning coaches and wedding carriages. Ten years later with his wife and seven children he was living at 29, West Parade (now part of Trinity Street) and he had acquired additional premises in Trinity Street where he established a coach building business. At that time he was advertising gigs, phaetons, wagonettes, hansom-cabs and wedding equipage for hire and he was obviously proud of his 'large wagonette, suitable for pic-nic parties, with a moveable top and side windows, capable of accommodating twenty persons.' His funeral department offered good hearses and mourning coaches and a mourning coach specially adapted for the interment of children.

Benjamin Oxley had three sons, Edward, Joe and Percy, and around

the turn of the century he formed a limited company trading under the name of Ben Oxley and Sons Ltd. At the same time he moved his coach building shop from Trinity Street and his livery stables from Upperhead Row to the newly built premises at Highfields. Thereafter he used 4, Upperhead Row as an office. Oxleys continued in business during the first decade of the twentieth century but after 1910 they disappear from all business records. Perhaps the advent of trams and motor cars adversely affected the business; there is certainly no indication that the Oxley sons tried to adapt to the motoring age.

After the Oxleys' fairly short occupation of the premises here at Highfields, Benson & Co., motor car body builders, moved in and, for a time, part of the building was occupied by Huddersfield Curling Club. After the First World War, a new gear cutting company occupied the premises and took the name Highfield Gears. They later became Highfield Gear and Engineering Company and moved to the old Karrier Works at Nile Street, St. Thomas' Road.

Of the four buildings associated with Benjamin Oxley this, we think, is the only one that remains. His premises at Upperhead Row lie under the bus station and, as far as we can tell (re-numbering makes positive identification difficult) his Trinity Street works stood on the site of the modern Technical College buildings. His house at 29, West Parade, where he was a near neighbour of Alderman John Fligg Brigg J.P. sometime Mayor of Huddersfield, was pulled down in the 1960s to make way for the ring road. Incidentally, John F. Brigg, who was a founding member of the Huddersfield Mechanics Institution, is commemorated on the wall of a shop in Trinity Street which stands on or near to the site of his house.

Leaving Oxley's Stables behind walk along the path to where it narrows and notice here a recessed dry-stone wall on the left. On this site stood a small sweet shop owned by William Braime and affectionately remembered by some Huddersfield College old boys who regarded it as their tuck shop.

Walking along the path it becomes obvious that 'Highfields' is an appropriate name. Facing the view from the path and following it through a hundred and eighty degrees from the left there is a clear view of Grimescar Wood, Cowcliffe, Fartown, St. John's Church at Birkby, Woodhouse Hill,

Sheepridge, Deighton, Dalton Bank, Kilner Bank with the Stadium at its foot, Dalton, the mast at Emley and the high ground at Almondbury. In the eighteenth century five small fields to the left of the path each had the name Highfield Close and it is possible that they were enclosed from an original and much larger high field.

THE WORKHOUSE (12)

After about 180 metres (200yds), where the path divides, take the right hand branch to the bottom of the hill.

From this branch of the path there is a good view of Birkby School which stands on ground long known to local people as't'owd oss' but which was originally the site of the Huddersfield township workhouse. But before we come to the workhouse we include a brief account of two Charities, set up to assist the poor, as lands held by both of them might well have influenced the choice of the workhouse site here at Bay Hall Common.

In his will dated 21st September 1647, Thomas Armitage, an English merchant residing in the city of St. Lucar de Barrameda in Spain, left £200 to the poor of Huddersfield, the town of his birth, and directed that the profit from the money be used by appointed trustees 'to buy wool and deliver the same to the poor to work that they might have the wherewithal to sustain themselves.' At some later date Abraham Firth the elder, William Brook and others, trustees of the charity, with the consent of the churchwardens and overseers of the poor, laid out £160 of the money on the purchase of lands in Huddersfield. Thereafter the charity was known as the Dole Land Charity. The estate purchased by the trustees included land adjoining Bay Hall Common, which was later to be tenanted by the overseers of the poor, and land alongside Leeds Road near to a large close called Red Doles. The present Red Doles Lane (formerly Canker Lane) runs along the western edge of this land.

Although we do not know when this land transaction took place it was certainly before 1752 when the estates were conveyed to the Vicar of Huddersfield and other trustees, and possibly before 1716 as the estate map of that year marks a close next to Red Doles as Poor Land - that is land being worked for the benefit of the poor. The profits from the estates continued to be distributed to the poor until 1865 although by this time the custom of

distributing wool had long since been replaced by doles of money.

In 1866 it was decided that the estates should be sold and the money used to erect an industrial school for the reclamation of poor or orphan boys and girls in Huddersfield. However, before this scheme could be carried out, the passing of the Elementary Education Act in 1870 rendered such provision unnecessary and after long discussions the Charity Commissioners directed that the income from the trust should be used to set up an endowment for the purpose of maintaining scholarships for girls and boys at the Technical School. Armitage's Technical School Endowment was instituted in 1885 and it was appropriate that the name of the original benefactor was remembered in the title.

The second Charity of interest here, called the Poor's Estate, concerns an indenture dated 29th August 1767 by which Sir John Ramsden, as owner of the commons and wastes of Huddersfield, agreed, at the request of certain freeholders, to grant five acres of land at Bay Hall Common, the rents and profits of which would be forever applied towards the maintenance of the poor of Huddersfield '...whereby the burthen of maintaining the aged and infirm and poor persons would be reduced to the common benefit and advantage as well of Sir John Ramsden as of the freeholders...' The rents and profits were to be distributed as and when the Trustees of the Charity, the Overseers of the Poor and the Churchwardens thought necessary. Over the years the trusteeship lapsed, mainly because existing trustees had neglected to appoint new ones to succeed them, and by 1850 the estate was in the possession of the overseers of the poor who were applying the rents and profits in aid of the poor rate. In 1863 under an order of the Charity Commissioners the land at Bay Hall was sold to the Guardians of the Poor Law Union who were anxious to acquire the land in order to increase accommodation at the old workhouse. The money from the sale was invested in three per cent Consols and the income used to buy clothing and boots which were distributed on the Thursday before Christmas to the 'deserving poor' subject to the character, sobriety, honesty and industry of the applicants.

Although there is no mention of the workhouse in the records of either of these Charities it would seem that when a site was sought for a township workhouse it was found on or near land held on behalf of the poor. Early

records of the workhouse do not seem to have survived and we have been unable to find the date when it was built although we know it was before 1797 as it is shown on the estate map of that year. It is not, however, shown on the 1716 map and it is likely that it was one of the two thousand workhouses built in England in the fifty years after the passing of the General Workhouse Act in 1723. This required parishes and townships to build workhouses and finance them out of the poor law rate. No drawings exist to show us what the workhouse was like and the only description we have found is by the local historian D.F.E. Sykes who, in 1897, wrote: 'At the beginning of the nineteenth century the poor were housed in a small ugly brick building at Birkby which seems to have been singularly unfortunate in having to accommodate both the Lazar House and the Fever Chambers of the town.'

In April 1851 the 'small ugly building' housed one hundred and ten unfortunate souls whose ages ranged from three-weeks to eighty-two years. Seventy six were born locally, the rest were from Leeds, Sheffield, Wakefield, Halifax, Manchester, London and Ireland. Six of the inmates were described as idiots. In 1863, following the purchase of the land from the Poor's Estate Charity the premises were extended, not, alas, to improve conditions for existing inmates but to increase the accommodation capacity of the workhouse. The last master and matron of the workhouse were George and Edna Sykes who were in charge of one hundred and fifty-two inmates of whom one hundred and ten were locals The people of that time did not mince their words and saw nothing wrong in describing five of the inmates as imbeciles, ten as idiots from birth and one as a lunatic. With its crowded, unsanitary accommodation, its cruel segregation of families and its harsh regime the workhouse was truly a place of last resort.

In 1872, a large new workhouse opened at Crosland Moor and shortly afterwards the premises here at Birkby closed. The old building was not, however, razed to the ground as it should have been. At this time there was a growing recognition that epidemics of infectious diseases could be more efficiently contained if patients were isolated and the workhouse was seen as a convenient place to house an isolation hospital. It mattered less that the building was old, ramshackle and unhygienic than that it was cheap and would not be too great a burden on the rates.

The infectious diseases hospital at Birkby (t'owd 'oss) opened in 1873 and shortly afterwards a separate smallpox ward was opened close to the main building. Patients suffering from scarlet fever, typhoid, tuberculosis and smallpox, who lived in houses where they could not be properly isolated, were removed to the hospital at their own expense there to take their chances in conditions that were far from ideal. In 1879 it was decided to extend the hospital and a new wing was built and opened in 1881.

By this time it had been recognised that inadequate drainage was often responsible for outbreaks of typhoid. Consequently, the drains of properties in which cases occurred were required to be thoroughly flushed and disinfected and the Medical Officer of Health made an eloquent plea for tub closets to be more frequently changed and more thoroughly disinfected. 'Even a week in warm weather,' he pointed out, 'is too long to leave tubs unemptied in crowded yards...' With the new accommodation at Birkby it was hoped to keep typhoid in check as isolation at home, near to the offending drains and tubs, was not considered efficient.

In 1886 all fees for the removal of patients to the hospital and all charges for their maintenance were discontinued and a Removal Officer was appointed who, under the direction of the Medical Officer of Health, made house-to-house inspections and ordered the removal of reluctant patients to the hospital. Despite the new wing, conditions at the hospital were appalling. During epidemics there were not enough beds and, frequently, new cases had to share a bed with one or two other patients. Sanitary arrangements were primitive and there was only one bath to serve the whole hospital.

By 1890, £5880 had been spent on the hospital but still it was described as patched-up, neglected and rotten. At a meeting of the Health Committee in 1892 Councillor T. Mellor said the buildings were 'of a tumble-down character and in a worse state than some of the lodging houses in Castlegate which the Committee had condemned.' He felt 'utterly ashamed of the Council for having allowed the hospital to get into such a state. After all, they had spent money lavishly on the parks and the Town Hall and he considered that the working folk ought to have the protection regarding health to which they were so justly entitled.' The battle for a new isolation hospital was fought over several years in the Council chambers and finally

resulted in a prestigious new building at Mill Hill, Dalton which opened on 22nd October 1898 (see D.O.H. 3.Nos.44, 47, 53).

Shortly afterwards the wooden buildings at Birkby were destroyed, probably by fire. The old workhouse building lasted a little longer but it was demolished circa 1905 and the site cleared.

The foundation stone of Birkby Council School was laid in 1910 and thankfully the laughter and chatter of children has replaced the sadness, misery and horror so long associated with the site.

At the bottom of the short hill turn right and then left onto the narrow path between the cemetery and the school.

EDGERTON CEMETERY (13)

When the municipal cemetery, over the wall on the left hand side of the path, was laid out it was divided into two halves, one half being consecrated for Anglicans whilst the other half, for Non-Conformists, was left unconsecrated. The cemetery, which was opened on 8th October 1855, was provided with two mortuary chapels which, although now in a sorry state, still survive and stand one on each side of the path that divides the consecrated ground from the unconsecrated.

The first burial in the cemetery, that of William Ashness, a forty-seven year old silk spinner from Paddock, took place on the opening day. Three days later came the first non-conformist ceremony when a stillborn son of Joseph Thornton of the Temperance Hotel, New Street was interred.

Walk to the end of the path, turn left into Blacker Road and in 82 metres (90yds) enter the cemetery through the gate on the left.

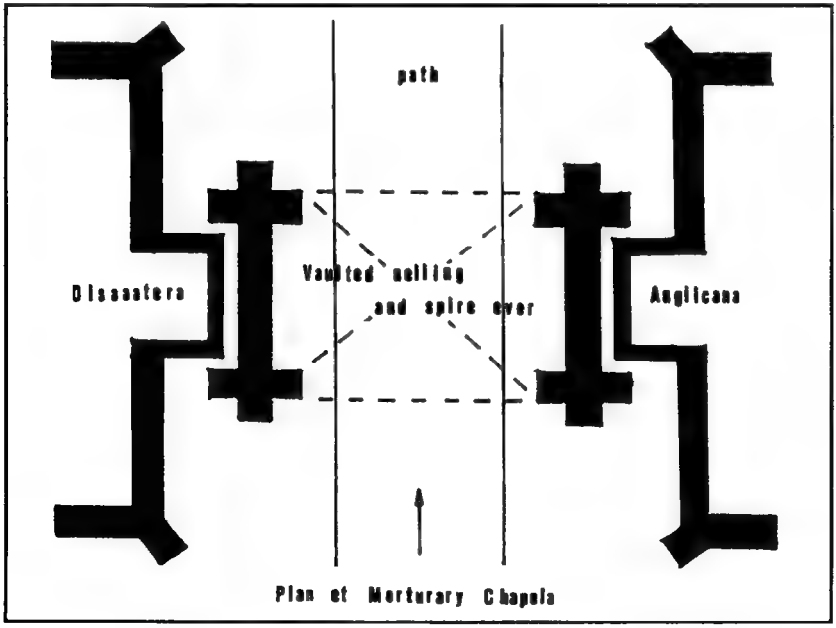
Immediately inside the gate notice the large cross on the right hand side of the path. This is a Cross of Sacrifice, identical to crosses in British and Commonwealth war cemeteries all over the world. It was erected by the Imperial War Graves Commission and dedicated by Canon Baines, Vicar of Huddersfield, on 14th October 1929 to the memory of members of the armed forces who lie buried in Edgerton, Lockwood and Almondbury cemeteries. After the dedication the representative of the Commission, Mr. E. H. Wilson, handed over the Cross to the Corporation and the Mayor, Ald. T. Canby, in accepting promised that it would always be cared for.

At the Cross, turn right and follow the path uphill to a tall monument

on the right. Turn left here along a path leading towards the mortuary chapels.

Immediately on the right of the path notice the communal grave of the victims of the fire at Booth's clothing factory who lost their lives on 31st October 1941 (see D.O.H.1.i.No.4). Behind the grave and memorial are two rows of war graves where twenty four men lie buried who died during or just after the Second World War.

Continue along the path to the mortuary chapels. The two chapels are identical in design and together with the arch over the path of division appear to be one structure. Close inspection, however, reveals that there are, in fact, three separate structures. The Church of England chapel on the right (as we approach), the Non-Conformist chapel on the left and the central arch are separated by hidden gaps (see plan). Such was the religious feeling in the 1850s that neither committed Anglicans nor fervent Dissenters could tolerate any sort of connection and so, to placate their feelings, the gaps were deliberately left and the consecrated and unconsecrated chapels were forever separate.



Continue through the archway and notice how the scene changes, with what is virtually a forest of monuments clustered close together in the highest part of the cemetery, near to the main gate. Most of these were erected in high Victorian times when it was expected that a person's status during life would be reflected in his or her graveyard memorial and when grief could, to a certain extent, find its expression in marble and granite. The poor, buried in unmarked graves, lie elsewhere in the cemetery.

At the top of the path, the obelisk on the right preserves the memory of Joshua Hobson who died in 1876. An Owenite, a Chartist and a supporter of the trade union movement Hobson, in the early 1830s set up a printing press in the Swan Yard where he published a radical news sheet, *Voice of the West Riding*, which enjoyed a wide circulation locally. In 1834, however, publication ceased when Hobson was sentenced to six months imprisonment for publishing an unstamped newspaper. In the 1840s he was much concerned with improving sanitary conditions in the town and in 1848 he was appointed Clerk to the newly formed Board of Works. In that capacity he became involved in the provision of a new cemetery and it was at his suggestion that there should be a mortuary chapel for Dissenters as well as one for Anglicans. Another of his schemes was the Model Lodging House at Chapel Hill which, he was proud to boast, was the only such establishment in England to be supported out of the public rates (see D.O.H.2.i.No.18). In 1854, Hobson resigned his position to return to journalism but throughout his life he was held in great esteem by most local people and it is not surprising to find that his handsome memorial was erected by public subscription. As the inscription on the monument is difficult to read we include a transcript (see facing page).

Although our route has merely followed the main paths through the cemetery we hope some of our readers will find time to wander at will along other paths to see for themselves the many and varied styles of monumental architecture.

By the 1850s the Cross, which had previously been regarded as popish, was gaining popularity as a graveyard memorial and there are many here, several in the Celtic or Saxon style. As well as a firm belief in salvation, represented by the Cross, the allegory, symbolism and sentimentality of the late nineteenth century are evident in a welter of draped urns, shells,

To the Memory of
Joshua Hobson
born 1810 died 1876.
Erected
by public subscription
in grateful recognition of
private worth and public service
during a prominent and eventful life.
He proved himself
an intrepid champion of the poor
the advocate of a free press
a bold and faithful journalist
and useful public servant.
His name
must ever be associated with
the passing of the Factory Acts
the Huddersfield Improvement Acts
the erection of the Model Lodging House
the establishment of this Cemetery
and many other Social and Sanitary
reforms.

mourning cherubs, weeping angels and an occasional chain and anchor (his little barque is anchored on the everlasting shore). Later monuments tend to be less ornate, the rococo and neo-Gothic thrusting monuments giving way to plain, low gravestones simply incised with the name and dates of the deceased. A still later fashion that cannot be missed is the polished black marble and gold headstone, often with a photograph, of a type commonly found throughout the European mainland.

As might be expected from a time of high infant mortality there are many children sadly commemorated on the nineteenth century monuments. In 1873, for example, the death rate of infants in Huddersfield was 20.35 per 1000 of the population. Of course, many of the town's past luminaries are buried here including (at random) Sir Joseph Crosland, briefly a Member of Parliament for Huddersfield, Joseph Sykes who founded the Ragged School in Fitzwilliam Street. Sir Charles Sikes instigator of the Post Office Savings Bank, Wright Mellor, Joseph Brook, John Joshua Brook and Joseph Blamires, Mayors of Huddersfield, and members of the Radcliffe, Mallinson, Pyrah, Conacher, Shires, Crowther, Crosland and Rippon families, manufacturers, industrialists and businessmen. Here and there among the more lavish monuments notice the simple white headstones of members of the armed forces who died during and just after the First World War. Some of these, and others who died in 1918 and 1919, might well have been victims of the great pandemic that swept across the world at that time, the so-called Spanish Flu.

It is not known where the disease originated (although it probably was not Spain) but in the late summer of 1918 this new strain of influenza began its relentless spread among the war-weary civilian and military populations of Europe, across the United States and, with what seemed like lighting speed, around the world. The effects were drastic. The new virus was highly communicable and wildly aggressive, an unstoppable, airborne killer of millions.

No one knows exactly how many people died during the 1918-19 pandemic but the probable total, world-wide, lies somewhere between thirty and forty million. In England and Wales the total number of deaths rose from 14.4 per thousand of the population in 1917 to 17.6 per thousand in 1918. These figures may not sound too dramatic but they represent a 22.2

percent increase in the mortality rate in 1918; put another way, if we assume a population of fifty million then Spanish flu killed one hundred and sixty thousand in England and Wales in 1918 most of whom died in the last quarter of the year.

The outbreak in Huddersfield started in June 1918, faded away in July, appeared again in October and continued until April 1919. The total number of deaths from influenza in the Borough was three hundred and eighty seven. Strangely, the disease affected young and middle aged adults more severely than children and the elderly as the Huddersfield figures for 1918 show:

Age	No. of deaths
0 - 15	39
15 - 45	98
45 - 60	52
over 60	17

By April 1919 the worst was over. In the second six months of the year only two deaths were ascribed to influenza.

In 1920 there was one local case reported of encephalitis lethargica, a strange and frightening condition that affected a few people who had seemingly recovered from Spanish flu, causing them to fall suddenly into a coma which could last for many years and from which some never wakened.

It is somewhat alarming that some epidemiologists are presently predicting the emergence, sooner rather than later, of an entirely new and virulent strain of influenza which, unlike the 1997 'chicken flu' in Hong Kong, will be impossible to control and which will once again wreak havoc around the world.

Leave the cemetery by the main gate (near to the Lodge) turn left and take the path on the right of the school sign. Follow this back to your car and rejoin the main route of the tour in the narrow, cobbled section of Highfield Road.

N.B. Readers who would like to explore Nos. 14 & 15 on foot should do so from Highfields as there is no more convenient place in the area to leave a car.

HIGHFIELD CHAPEL (14)

On the right hand side of the narrow section of Highfields Road notice two impressive buildings. The first of these, as we pass, was originally Highfield Sunday School, the second, Highfield Congregational Chapel.

Highfield Chapel the first Dissenters' church to be built in the town may be said to have its origins in the ministry of the Rev. Henry Venn, Vicar of Huddersfield from 1759 to 1771. At a time of great religious fervour Venn's evangelical sermons were deeply felt and loudly proclaimed - so much so that he was affectionately known as 'T'owd Trumpet'. During his ministry people flocked from all the outlying districts to hear him preach and the Parish Church was, more often than not, packed to the doors during services. Deteriorating health led to Venn's decision to leave Huddersfield for the quieter Rectory of Yelling in Huntingdonshire and he preached his farewell sermon at St. Peter's on 30th March 1771.

His successor belonged to a different school of preachers and many of Venn's supporters left the church, determined to build a chapel in the hope that they might be united under a pastor of their choice. They were encouraged in their endeavours by Henry Venn who gave his sanction and support to the plan and advised his people to attend the chapel after it was built. It was his heartfelt wish that the Liturgy should be used in the new chapel but in this he was to be disappointed.

As Sir John Ramsden refused to allow a Dissenting congregation to build on his land, a site at the northern edge of the town, described as quite among the fields, was purchased from one of the Bradleys of Newhouse. The first chapel, built at a cost of £800, opened on lst January 1772. It was a plain, rectangular two storey building with three entrances at the west end, two leading into the body of the church and the third to the gallery. Near to the west end was a shed built to cover the conveyances of the well-to-do who came to attend morning and afternoon services from a distance - the Dewhirsts of Aspley for example and the Cliffes of Paddock. In front of the chapel was a small graveyard with a number of plain table and chest tombs where the congregation paused to chat or to comment on the sermon they had just heard.

For many years this was truly the chapel in the fields. Between here and Edgerton Bar to the northwest and Bay Hall to the northeast was all

open country. From the graveyard there were uninterrupted views of Sheepridge, Woodhouse, Hillhouse and the woods at Fixby and, in between, pleasant meadows stretched away, their hedgerow divisions redolent in spring and autumn with blossom and berries. The chapel, without doubt, was much loved by its congregation, a place to express their firm and unshakeable faith in the Almighty.

But times changed and as confidence in and support for Non-Conformity grew so the plain, simple and often vernacular chapels of the eighteenth century gave way to the grander more massive edifices of the nineteenth. The certainty of belief was to be expressed in the stone, wood and glass of grand buildings. In 1843 the old chapel was pulled down and the present impressive late-classical style building erected on the same site at a cost of £7000. Opened in 1844 the new chapel could accommodate twelve hundred people. Ten years later an organ, built by Walkers of London, was installed much to the regret of John Crosland and Neddy Moorhouse whose services as instrumentalists were no longer required. Not to be completely outdone, during hymn singing John Crosland insisted on beating time with a leather strap on the pillared front of the organ gallery.

Highfield chapel continued in strength for the next hundred years but in the mid-twentieth century, as at so many places of worship, congregations began to dwindle and such a large building was expensive to maintain. In 1979 the chapel closed and was later converted into apartments. The bodies of its early members, several of whom, no doubt, still lie beneath the premises, must have done a considerable amount of turning!

Highfield Sunday School, the first of its kind in Huddersfield, opened in 1811 in hired rooms in the town. The classes were well attended, for they taught reading and writing to children and young adults who had no other recourse to education, and the decision was soon made to build a school next to the chapel. This opened in December 1812 and was rebuilt in 1844. Twenty years later the present Italianate style building was erected at a cost of £4000 and opened in January 1865. At the time it was described as 'a building unsurpassed by any in the Kingdom for Sunday School purposes.'

In 1871 a Limited Company was formed for the purpose of establishing a Girls' College in the town and arrangements were made by the new

company to secure the use of the Highfield Sunday School building. A Miss Cheveley was appointed principal under whose management the school was said to have acquired a high position amongst the educational institutions in the town. Fourteen years after its formation the Girls' College merged with the Collegiate School and the Boys' College in the premises of the latter.

Highfields Hall, as the building is known today, is presently used by the Technical College for its School of Music.

HUDDERSFIELD COLLEGE (15)

The Gothic building on the left hand side of Highfields Road and fronting on to New North Road was originally the Huddersfield College, a private proprietory school for day boys and boarders. The college opened on 21st January 1839, its professed aim to provide, at moderate expense, a superior collegiate and commercial education upon a Scriptural basis. The directors and masters of the school were usually Non-Conformists and its support came from the middle-class Dissenters in the town.

By 1870 the College had more than two hundred pupils and its powerful patrons at that time were the Marquis of Ripon, Earl Grey, the Earl of Halifax and Sir J. W. Ramsden. Among the directors were Charles H. Jones and Wright Mellor, first and second Mayors of Huddersfield. The curriculum included Scripture, English, French, German, Latin, Greek, History, Geography, Arithmetic, Mathematics and Economics. Fees were six to twelve guineas per annum according to age. Tuition in Art and Chemistry was extra. The undenominational College and the Anglican Collegiate at Clare Hill were always considered to be rival schools although a report of the Schools Enquiry Committee in 1868 pointed out that 'in practice the difference between the religious teaching at the two schools was far less than either the enthusiastic enemies or supporters would be ready to believe, the greatest practical difference being that in one the choice of headmaster was unrestricted whilst in the other he was obliged to be a clergyman.'

Increasing financial difficulties at the Collegiate in the 1880s led to a suggestion of amalgamation with the College and on 18th July 1885 it was agreed that the several properties of the Huddersfield College Ltd., the Huddersfield Girls' College Company Ltd. and the trust estate of the Hud-

dersfield Collegiate School should be transferred to a new joint stock company called the Huddersfield College Ltd. By this time, however, wealthy merchants and industrialists were choosing to send their sons to public schools whilst board schools were providing a free education for the children of tradesmen and shopkeepers who had probably struggled to pay the College fees. The new venture was, therefore, unsuccessful and the College Company was liquidated in 1893.

After the closure of the College the Huddersfield School Board purchased the premises for use as a Higher Grade School. As such it took, free of charge, pupils from the higher standards of local elementary schools. Thus, apart from the small private grammar schools at Longwood, Fartown and Almondbury, there was for a time no provision for secondary education in Huddersfield.

The next step in the development of the school came in 1907 when the Higher Grade School became the College Municipal Secondary School for girls and boys. The College became a boys only school again in 1909 when the girls were transferred to the newly opened Greenhead High School

Huddersfield College continued as a selective secondary school until 1958 when it amalgamated with Hillhouse School to become Huddersfield New College and moved to new modern premises at Salendine Nook.

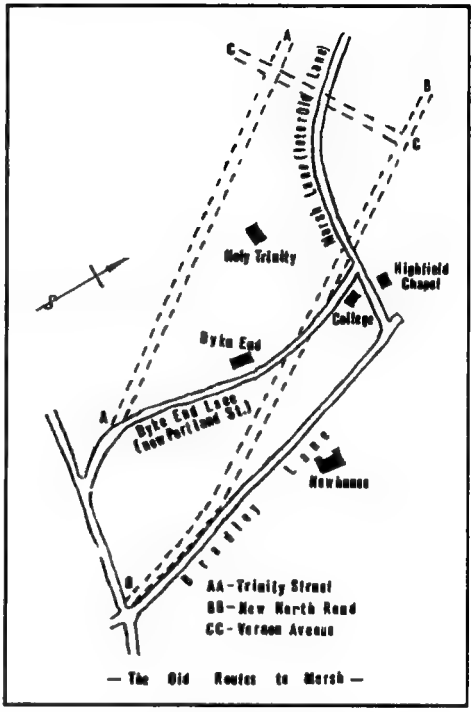
THE OLD ROAD TO MARSH (16)

This short cobbled section of Highfields Road, narrowly confined by the buildings on either side, is part of an old route, clearly shown on the 1716 map of Huddersfield, which left the town at the top of Westgate and ran in a northerly direction to skirt the western edge of the Bradley's estate at Newhouse. This direct connection between Westgate and Newhouse was lost when the ring road was constructed in the 1960s. From the Newhouse estate the road turned abruptly to the west and somewhere near the site of Highfield chapel merged with another route out of Huddersfield which followed West Parade and Portland Street (formerly Dyke End Lane). From the junction of the two roads the route continued across the fields towards Marsh (see map p.32).

The name Highfields Road is comparatively modern dating only from the early years of the twentieth century. Of the road's earliest name or names

we have no record but from the eighteenth century to the twentieth it was called Bradley Lane, a name originating from the time when the Bradley family held the Newhouse estate. Beyond the junction with the other road the old highway was called Marsh Lane.

After the New Hey and Halifax turnpikes were constructed, in the first quarter of the nineteenth century, this old route to Marsh fell into comparative disuse and by the middle of the century it was merely a little used right-of-way running through the 'Edgerton New Cricket Ground'. Not surprisingly, the lowered status of Marsh Lane soon led to it becoming known merely as the old lane.



We have mentioned this route before (D.O.H.2) and we have to confess that we misread a map and got it wrong. We suggested that Marsh (or Old) Lane was later redeveloped and renamed Mountjoy Road but this is not so. In fact, the old route to Marsh continued straight ahead from Highfield Road on a route briefly preserved in the short stretch of rough track to be seen on the opposite side of New North Road. This is all that remains of Marsh Lane between here and Snodley. In the last quarter of the nineteenth century a new street, Vernon Avenue, was constructed across the line of Marsh Lane (and across the cricket field). This was the first of several encroachments (see map). It is unusual for a once important highway to disappear completely but a search for Marsh Lane today is a fruitless task. All traces of the old highway have long since been lost beneath houses, gardens and garages and not even the narrowest of footpaths now remains to preserve a right-of-way that had existed for hundreds of years.

Emerging from Highfield Road our route turns left into New North Road and then quickly right into Mountjoy Road. This manoeuvre should be executed with care.

NEW NORTH ROAD (17)

Opened c.1820 this new route to the north was the Ainley Top branch of the Huddersfield and Halifax Turnpike Trust. It was constructed to replace the old more circuitous branch from Ainley Top which reached Huddersfield by way of Grimescar and Hillhouse (see D.O.H.1.i.No.16).

For the first thirty or so years of its existence the road ran through a landscape of green fields, hedgerows, small woods and occasional quiet farmsteads but this peaceful scene began to change in the 1850s when the advantage of suburban life, away from the smoke and pollution of the industrial areas, became apparent to wealthy manufacturers and merchants. During that decade large mansions set in well wooded gardens and grounds began to make their appearance at Edgerton. These were soon to be followed by detached and semi-detached villas and substantial terraces built for the respectable middle classes who aspired to a 'good address'.

New North Road was the artery of the new high status suburb providing easy access to the from town. For those not rich enough to keep their own carriages and for servants, workmen and their like, Foxton's horse drawn omnibuses operated an hourly service to Edgerton in the 1870s. The fare was twopence outside and threepence inside, a not inconsiderable amount at that time. The omnibuses were succeeded by steam trams on 10th January 1884 and the line was electrified on 14th February 1901.

MOUNTJOY ROAD (18)

Originally called Mountjoy Street, Mountjoy Road belongs to the last quarter of the nineteenth century and was probably laid out soon after Greenhead Park was opened, to supply an anticipated demand for residential building sites in the area. In the event, only the land between New North Road and Vernon Avenue was taken up at that time for house building.

In 227 metres (250yds) Mountjoy Road crosses its contemporary, Vernon Avenue. Pause here briefly to notice Clifton Villas on the right hand

section of Vernon Avenue. This row of Victorian houses was built directly across the line of Marsh Lane and we were tempted to think that the narrow green lane behind the villas was a remnant of the old route. However, map measurements proved us wrong.

Beyond Vernon Avenue the houses on both sides of Mountjoy Road are of a different style from those lower down and, clearly, development of this section of the road did not begin until the 1920s.

Near the top of the road notice a high stone boundary wall on the left. It is at this point that Mountjoy Road picks up the line of Marsh Lane. From here the old highway crossed the once sparsely populated Marsh Common on its way to Lindley and the western hills.

SNODLEY TANK (19)

Greenhead Court, the small estate of houses on the left hand side of Mountjoy Road dates from 1992 but the high wall surrounding it is about a hundred and twenty years older. It was built to contain a break-pressure and service tank by the Huddersfield Waterworks Committee at the same time as they were building the reservoir at Blackmoorfoot. The head of flow from our upland collecting reservoirs was of such force that break-pressure tanks were needed to avoid burst pipes at lower levels and, in all, eighteen such tanks were constructed. Snodley Tank, completed in March 1874, was the first of these. Situated at five hundred feet above sea-level the tank, which had a capacity of one and a quarter millions gallons, received its water from Blackmoorfoot via a main running through Linthwaite, Longwood and Marsh. Filtered water from Snodley was supplied to Moldgreen, Dalton, Mirfield and the higher parts of Lockwood.

The minor place-name 'Snodley' is little used today. The last O.S. map on which it appears is 1854, where it is shown as the name of the land between Old Lane (Marsh Lane) and Blacker Lane (now Edgerton Grove Road). The same area on the 1716 map is called Snoddle Hill. 'Lea' or 'ley' means a clearing and 'snod' is an old dialect word meaning smooth or level (originally Old Norse). Just as Bradley means broad clearing and Longley means long clearing so Snodley could be level clearing. It is an uncommon name and so far we have not come across it in anywhere else but it could well be present somewhere locally as there must have been a good deal of

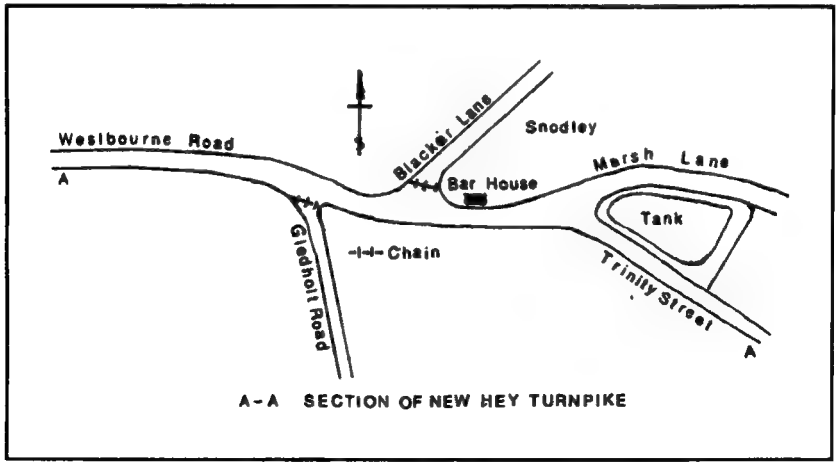
sloping land in the Huddersfield district that needed clearing and levelling in preparation for cultivation.

At the end of Mountjoy Road very carefully turn right into Trinity Street (which becomes Westbourne Road at the roundabout) and be prepared to keep moving here as the traffic is fast and unforgiving of dawdlers, even those in search of history.

THE NEW HEY TURNPIKE (20)

In 1806 an Act of Parliament authorised the making and maintaining of a turnpike road from Huddersfield to New Hey, near Milnrow, in the parish of Rochdale. The new road which ran locally through Marsh, Salendine Nook and Outlane ignored the old Marsh Lane and took a new and more direct route (the present day Trinity Street) between Huddersfield and Snodley. At Snodley the turnpike picked up the old road and followed it through Marsh but after two thirds of a mile the old line through Lindley was abandoned in favour of a new straight route up the hillside through Salendine Nook.

The trustees of a new turnpike road raised the necessary capital for building and maintenance by offering high interest rates against loans borrowed on the security of tolls. Charges for using the road were collected at bar houses and a ticket issued by a toll collector would give a full day's clearance for a particular section of the road.



A-A SECTION OF NEW HEY TURNPIKE

Because the finances of a turnpike road depended heavily on tolls the trustees would sometimes take steps to prevent traffic using the older free routes to bypass the gates and to this end they erected barriers at side roads leading into the turnpike.

There was an example of this here in the Gledholt area. Before Greenhead Park was opened in 1884 there were only two side roads in the area: Blacker Lane on the right and Gledholt Road on the left (see map p.35). Certainly in the 1850s, and possibly before and after that, chains were stretched across both these roads where they joined the turnpike. Although the chains could have been immovable barriers it seems more likely that on request and payment of a fee they would be dropped to allow traffic to enter the main road. If this was so they must both have been attended to by the toll collector, Samuel Naylor, whose bar house was situated on the right hand side of the turnpike (see map p.35) and whose chief duties would have been collecting fees and opening the gates on the main road.

THE AMBULANCE STATION (21)

After negotiating the busy roundabout by the Junction Public House notice the ambulance station of the right hand side of the road.

Before a municipal ambulance service was established in Huddersfield it was the responsibility of the police to transport emergency cases to hospital. The earliest method was a wheeled stretcher trundled along by a policeman and it must have been a considerable relief to patients and police alike when in 1898, soon after the new police station opened in Peel Street, an enclosed horse drawn ambulance was introduced. In the same year, the newly opened Mill Hill Isolation Hospital also obtained a horse ambulance which was kept in a small shelter in the hospital grounds. For obvious reasons this ambulance was strictly reserved for transporting patients to Mill Hill.

The next significant advance came in 1912 when the horse ambulance at the police station was superseded by a motor ambulance. Around the same time Mill Hill took delivery of its own motor ambulance which, because of its distinctive colour, soon became widely known as the brown fever van.

By the early 1930s Mill Hill had three ambulances used exclusively for infectious cases and the police had two Rolls Royce ambulances which were used for accidents. In addition to these there was an ambulance, kept

at the Haulage Department in Vine Street, which was used for non-infectious cases and two kept at the Fire Station in Princess Street which could be requisitioned when required. In cases of accidents within the Borough no charge was made for the latter but for private use, in case of illness, the charge was three shilling (15p) per mile within and four shillings (20p) per mile outside the Borough. Only patients in very poor circumstances were excused these swingeing charges.

No charge was made for use of the Mill Hill ambulances. Cases of infectious diseases were notifiable and, unless a patient could be properly isolated at home, removal to the Sanatorium was mandatory.

During the Second World War, when the need for ambulances was expected to rise, an ambulance service was established under the auspices of the Civil Defence. The headquarters of the new service was a temporary building in Leeds Road which had initially been used as an auxiliary fire station. In 1947, in anticipation of the requirements of the National Health Service due to come into effect the following year, the Health Committee inaugurated a municipally owned ambulance service operated from the same 'temporary' building in Leeds Road. This soon proved inadequate owing to its small size and its situation on a very busy main road which was frequently shrouded in fog. When radio communication was introduced in 1951 the station's low-lying position did not lend itself to good reception between control and fleet and it soon became obvious that a new site was needed.

The first calls for new and larger premises on higher ground were heard in 1953 at which time the service had a fleet of twenty vehicles. In 1957 the number of ambulance journeys had increased to over sixty thousand a year (compared with ten thousand in 1948) and the need for a new station was described as acute. The following year the decision was taken to build at Marsh nearer to the Infirmary which was then in Portland Street. The new station with a capacity for twenty-eight vehicles finally opened, to the relief of all concerned, in November 1961.

MARSH 'CO-OP' (22)

Two hundred and twenty seven metres (250yds) after the ambulance station notice the premises on the left hand side of Westbourne Road, on the corner of Eldon Road, presently occupied by an off-licence shop. This was the Marsh branch of the Huddersfield Industrial Co-operative Society,

a purpose built store opened in 1877. Although designated branch number eleven it was, in fact, the Society's twelfth branch, numbers having been adjusted after the Barkisland branch (number four) closed after only two years in 1864.

The foundation stone of the Marsh branch was laid on Saturday 1st July 1877 by the President of the Society, Thomas Bland. The Directors decided to make a special occasion of the ceremony to prove to the public that there was a great deal of co-operative enthusiasm in the town. To this end, some employees were given leave of absence from two o'clock to six o'clock on condition they joined the procession. Doubtless the opportunity was enthusiastically accepted; a four hour break in a fourteen hour working day (8 a.m. to 10 p.m.) would be very welcome. At three o'clock the President, Committee and branch representatives assembled outside the society's headquarters in Buxton Road and, headed by Jackson's Brass Band, processed along New Street, Westgate, West Parade and Trinity Street to Marsh where a crowd had gathered to watch the ceremony. Afterwards the Committee congratulated themselves on their success and recorded in their minute book that the occasion had been a 'demonstration in true Yorkshire fashion.' Ten months later, when the branch opened, a celebratory public tea was attended by many civic dignitaries and prominent co-operators. A small butchery department situated on the opposite side of Westbourne Road (presently occupied by Marsh Carpets) was opened on the same day.

MARSH CROSS (23)

On the 1716 estate map a tall cross is prominently marked at the side of the highway running through Marsh. At that time the appropriately named area was a sparsely populated tract of wasteland and common with few, if any, identifiable landmarks and the cross was most likely a waymark. In the days when roads were little more than rough, wandering trackways such a waymark, visible in thick snow and discernible in mist and heavy rain, would be a welcome guide and assurance to travellers. The cross stood at the junction of Eldon Road and Westbourne Road and, in addition to indentifying the main road, it seems likely it marked a parting of the ways. Today, 'Cross' has disappeared from Marsh place names but until the early years of the twentieth century Eldon Road was Cross Lane and a nearby

farmstead was called Cross.

THE SAVOY (24)

On the right hand side of Westbourne Road, beyond the Croppers Arms, it is just possible to catch a passing glimpse of the Savoy Picture House, now used as a retail store. Known wryly in its early days as 'The Cabbage' the cinema, which had a seating capacity of seven hundred, was the sixth to be opened in the district. On the opening day, 19th February 1920, there was no formal ceremony but admission was free to the afternoon performance of the silent film *A Tale of Two Cities*.

In 1926 the Savoy was purchased by Mark Freedman who had previously been connected with the Picture House cinema in Ramsden Street. One or two Marsh residents still remember Mr. Freedman who during the Depression generously offered free seats to some regular clients who were out of work.

Like most out-of-town cinemas The Savoy presented two different programmes every week. Arguably it was at the height of its popularity in the 1940s and early 1950s when 'going to the pictures' provided a temporary escape from war and austerity.

A steady decline in cinema audiences in the 1960s brought about the eventual closure of all our suburban cinemas but the buildings were often retained and put to other uses. The Savoy, for example, was purchased by the Lodge family who converted it into a supermarket - the first example of 'a new and exciting shopping experience' to be opened in the Huddersfield area.

MARSH HOUSE (25)

About two hundred and seventy metres (300yds) beyond the The Savoy notice a small estate of modern houses on the right hand side of New Hey Road. The houses stand on the site of Marsh House a small, early Victorian mansion, which was once the home of Joseph Sykes a member of the philanthropic Sykes family of Lindley.

Born in 1811, Joseph was the first son of John and Charlotte Sykes of Thomas Street, Lindley. John was a card clothing manufacturer and when he died in 1830 the business was carried on by his widow and three sons,

Joseph, William and James. Subsequently, the three brothers, trading as Joseph Sykes Bros. woollen and cotton card manufacturers, built Acre Mills at Lindley. The business prospered and, as their fortunes increased, each of the brothers sought to benefit the community.

A firm believer in the benefit to working men of an elementary education Joseph Sykes contributed to the foundation of the Lindley Mechanics' Institute and as President he took an active part in its management and activities.

His compassionate concern for homeless and destitute children prompted him, at his own expense, to provide a site and build a residential school for orphans and foundlings. The Huddersfield Ragged and Industrial school opened in Fitzwilliam Street, Huddersfield in 1862 and was given by Sykes into the hands of trustees from each protestant religious denomination in the town (see D.O.H.3.No.6). After his death the Sykes family maintained an active interest in the institution (later called the Industrial Home) and contributed generously towards renovations and extensions in 1899. At the reopening ceremony Joseph's nephew, John Sykes, reminded the audience of his uncle's generosity and told them that when Joseph, the eldest of ten children, was left fatherless at the age of nineteen he promised his mother that he would be father to all these children. 'Never,' John said, 'did any man perform a duty more nobly, faithfully and conscientiously than he did and he was beloved by every brother and sister in the Sykes family.'

Joseph Sykes J.P. died on 6th July 1865 aged fifty-four. He is buried at Edgerton Cemetery beneath a tall urn-topped, marble monument near to the Nonconformist Chapel. In his will he left £300 for the support of the Lindley Mechanics' Institute and the interest from £500 to be paid yearly to the 'poorest of the poor' in Lindley.

At the roundabout ahead we leave New Hey Road and turn right into Lindley.

NEW HEY ROAD (26)

In the mid eighteenth century the trustees of the earliest turnpikes in our area provided their improved routes by widening, surfacing and repairing existing highways. Fifty years later, as a result of advances in road

engineering and a bolder approach to route planning, it had become increasingly common to construct lengthy new stretches of road which at last broke away from the wandering, hilly routes of the past. The New Hey turnpike, for example, ignored the old indirect approach to Outlane through Lindley in favour of a new straight route through Salendine Nook.

From Outlane, where there is a branch road to Rastrick, the turnpike crossed the hills to Denshaw, where it met the Ripponden and Oldham turnpike, and continued on to New Hey to link up with a turnpike leading to Rochdale.

This old road (A640) was for over a hundred and fifty years, one of the main trans-pennine routes in the area. Since the advent of the M62 its traffic has considerably diminished but for anyone wishing to cross the hills it provides an infinitely less stressful route than its monstrous successor and, as a historical bonus, its little changed aspect offers an insight into the engineering of turnpike roads two centuries ago.

N.B. Because of the volume of traffic using the main road through Lindley it may be difficult and even dangerous to stop at or drive slowly past the various places we mention in our commentary. The best way to tackle Lindley, therefore, is on foot. A roadside parking place can usually be found about a third of mile along the road, just past the church.

WELLINGTON MILLS (27)

Soon after turning into Acre Street look along Wellington Street, on the left, for a distant view of Wellington Mills the one-time premises of Messrs. Martin Sons & Co., better known as 'Pat Martins'.

Born in Belfast in 1815, Patrick Martin came to Huddersfield circa 1840 and found employment as a cloth designer. In 1859, he and two partners set up the business of Messrs. Liddell, Bennet and Martin at premises in Spring Street, Huddersfield where they produced fancy woollens with a silk twist. Fifteen years later Liddell and Martin moved to Wellington Mills and in 1868 turned from woollens to the manufacture of plain and fancy worsteds.

In the mid 1870s, at about the same time as two of Martin's sons. Henry and Edwin, were taken into the business, Joseph Liddell left Wellington Mills and with another partner started the business of Liddell and

Brierley, woollen and worsted manufacturers, Stanley Mills Marsh. (The site of this mill is now occupied by Leo's supermarket).

After Patrick Martin died in 1880 his two younger sons, Fred and John, became members of the firm, the four brothers trading as Messrs. Martin Sons & Co. In 1891 the business was formed into a private limited company with Henry as chairman of directors, his brothers having previously ceased to have any control of the business. Rapid strides were made by the firm during Henry Martin's time and by 1894 they had offices in Huddersfield, London and New York. He constantly expanded Wellington Mills until every process connected with cloth manufacture could be carried out there. In 1904 he arranged to have coal delivered directly to the mill from the railway goods yard in Alder Street via the main tramway system (see D.O.H.3 No.14). By the early years of the twentieth century the firm had become the largest employer of labour in the Huddersfield textile trade, employing fourteen hundred workers at Wellington Mills and three hundred at their subsidiary, Pellon Lane Mills, Halifax. Henry's insistence on using only the finest yarns maintained the firm's high reputation, which had been built on his father's skills as a designer, and their products were sold all over the world. Locally, it was said that a suit made from Pat Martin's cloth would last at least twenty five years.

The success of his business allowed Henry Martin to live in some style. For the last twenty years of his life he and his family occupied Stoneleigh, an ornate mansion in Bryan Road, Edgerton, where he employed nine servants including a butler, a cook and a nursemaid. After his death in 1911 control of the firm passed to his eldest son, Horace, who lived at Beechwood, Bryan Road (many years later to become a Cheshire Home).

Wellington Mills remained in the hands of the Martin family until 1960 when, after the death of Sir Ernest Martin, the name Martin Sons & Co. Ltd. was bought by Mr. Stanley Kinder who took production to Springfield Mills, Kirkburton. Today the Martin name survives as part of the Huddersfield Fine Worsted group of Kirkheaton.

The dam at Wellington Mills has twice been the scene of some drama. In February 1873 three young girls were sliding on the frozen dam when the ice gave way and they fell through into the water. Fortunately, five

workmen saw their plight and at great personal risk managed to rescue all three. A month later, in front of three hundred of their workmates, the five men were presented with medals for their 'noble and heroic conduct'.

The second incident happened during an air-raid on 23rd December 1940 when high explosives and incendiary bombs fell on the mill, damaging one of the sheds, and a land mine dropped into the mill dam. This failed to explode on impact but as it was possible that it could 'go up' at any moment people living nearby were hurriedly evacuated from their homes. So abrupt was their departure that an aunt, uncle and cousin of one of us walked through the 'black-out' to a relative's house at Marsh completely unaware that they were covered in soot! Compared to towns such as Sheffield, Hull and Manchester, Huddersfield received little bomb damage during the Second World War and the memory of the land mine in Pat Martin's dam lingers simply because it was an unusual occurrence.

GREEN LEA (28)

Buried somewhere beneath the Infirmary car-park is the site of Green Lea, a handsome Victorian mansion built in the 1860s by William Sykes a member of the philanthropic Sykes family of Acre Mills. A staunch Non-Conformist, he was a devout member of the Methodist New Connexion and a generous contributor to the Zion Chapel and Sunday School in Lidget Street. In secular matters he served the community as a member of the Huddersfield School Board and a county magistrate.

After his death in 1881 Green Lea passed to his only child, Frederick William Sykes J.P. who entered the family business and eventually became chairman of the company. As public spirited as his father and uncles, Frederick maintained the family connection with the Orphan Home in Fitzwilliam Street, serving as a trustee for many years. He died at Green Lea on lst April 1923 aged sixty five and was buried at Edgerton Cemetery not very far away from his uncles Joseph and James.

In August 1926 the Huddersfield Royal Infirmary purchased the Green Lea estate for £10,000 for use as a recovery hospital. The new unit opened on 14th June 1928, during the 'Great Infirmary Carnival Week'. So great was public support for the Infirmary that this special effort, in the town's Diamond Jubilee year, raised £30,000 ten times the carnival committee's

original target. Seven years later Green Lea became the Infirmary's private patients' ward and remained so until 1957 when the site was cleared to make way for the new Infirmary. Private patients were transferred to St. Luke's Hospital at Crosland Moor a temporary arrangement that, because progress was slow at Lindley, lasted ten years. For several years after the new infirmary opened, private patients were treated in the so called Green Lea wing.

THE INFIRMARY (29)

The story of the Huddersfield Royal Infirmary is a long one and the proper place for telling it is outside the building in New North Road that was its home for more than a hundred and thirty years. Perhaps our journeys will take us there one day but here, outside the comparatively new premises, we merely include a very brief summary of the development of the institution.

The first public centre for medical treatment in Huddersfield was a Dispensary set up in 1814 in the Pack Horse Yard to provide relief for the industrial poor of the district. The Dispensary was funded by personal subscriptions, donations, legacies and special fund raising efforts such as bazaars and concerts. Patients able to attend were treated at the Dispensary, whilst those too ill to attend were visited at their own homes.

The demand for treatment was great and the need was soon felt for an Infirmary where patients would receive proper supervision and a suitable diet. In 1824 a subscription list was opened and four years later application was made to Sir John Ramsden for the lease of a green field site in New North Road. The foundation stone of the Huddersfield and Upper Agbrigg Infirmary was laid by Mr. John Charles Ramsden on 29th June 1829. Exactly two years later the building was opened for the reception of patients. Accidents in factories and coal pits, on building sites and on roads and railways were common occurrences in the nineteenth century and accident victims accounted for a large percentage of admissions at the Infirmary. Particularly distressing were cases where mill workers were caught by their smocks and drawn into unguarded machines and shafting. The few victims who survived such catastrophes often lost an arm or a leg - in its first year no fewer than twelve amputations were performed at the Infirmary.

The premises were extended in 1859 and again in 1874 when new wards were added, furnished with what were described as desirable necessities: kitchens, bathrooms and lavatories. In 1911 King George V signified his pleasure that the prefix 'Royal' should be used in the name of the Infirmary and the following year he unveiled a bronze statue of his father, King Edward VII, which was erected in front of the premises.

The policy of extending and modernising continued in the twentieth century but by 1950 the old building had become inadequate to serve the needs of the town. In 1951 the Leeds Regional Health Board announced a scheme for a new Infirmary but it was to be six years before the site at Green Lea was cleared and little building progress was made until 1960. Thereafter, things went on apace and the new Royal Infirmary was opened by the Prime Minister, the Right Honourable Harold Wilson, on 27th January 1967.

ACRE MILLS (30)

On the left hand side of Acre Street, just beyond King Street, notice Acre Mills. Founded by Joseph Sykes and his brothers William and James, the factory produced card clothing used in the mechanical combing of wool and flax. We are indebted to Mr. Alan Walshaw, carding engineer, for the following description of card clothing:

> 'Card clothing is what is used to cover the cylinders and rollers with the wire required to comb the material in the carding process. In the days when cylinders and rollers were made of wood the card clothing consisted of strips of leather, five to six inches wide, punched with wire card teeth which were nailed across the width of the cylinder or roller.
>
> 'Modern carding machines are mainly made of metal cylinders and rollers so the card clothing now consists of a continuous band of foundation of various widths with metal card teeth punched through - this is called Fillet. It is wrapped round the cylinders under tension. The foundation can be leather or cloth but because of the expense of leather it is usually cloth.'

In the second half of the nineteenth century there was an enormous increase in demand for card clothing and in fifty years Acre Mills expanded

from two or three sheds in Acre Street to cover most of the ground between King Street and Union Street.

In 1897 Joseph Sykes Bros. amalgamated with three other card clothing firms to form the English Card Clothing Company Ltd. The first two chairmen of the new company were both nephews of Joseph Sykes.

ACRE HOUSE (31)

On the right hand side of Acre Street, just beyond the Infirmary exit, Acre House was once the home of John Sykes, nephew of Joseph, William and James Sykes. John Sykes started his working life as a cotton spinner and after working in India for a time he set up a cotton spinning business at Acre Mills. Subsequently he joined Joseph Sykes Bros. and when the firm amalgamated with three others to form the English Card Clothing Company Ltd. he became the first chairman of the new company.

Well known for his concern for the sick, poor and needy, in 1905 John Sykes was elected to the Board of Governors of the Huddersfield Infirmary. Four years later he became President, an office he held until his death. His gifts to the Infirmary included a Finson Lamp, an operating table, a research room and a lecture and recreation room. In 1910 it was agreed that a new ward to be built at the Infirmary should be named 'King Edward the Seventh Ward' to commemorate the reign of the late King. John Sykes helped to raise £24,000 for the endowment of twenty-four beds in the new ward and it was at his request that King George V agreed to unveil the statue of King Edward VII at the Infirmary.

In 1912 Mr. Sykes offered to provide and equip a sanatorium for consumptive children if the Corporation would be responsible for its maintenance. After lengthy discussions agreement was reached and a thirteen acre site at Bradley Wood was chosen. The following year in appreciation of his generosity, he was made Honorary Freeman of the Borough.

John Sykes died on 9th August 1914 aged seventy. He made provision in his will for the completion of the sanatorium at Bradley Wood and for a holiday home for crippled children to be built at Lindley Moor. The latter was opened by his widow, Mrs. Eliza Sykes, on 30th June 1915.

Although John Sykes was only twenty-one when Joseph Sykes died he esteemed his uncle's memory throughout his life and freely acknowledged that he owed nearly all he possessed to Joseph's influence and assistance. 'A nobler man', he said on one occasion, 'never lived.' For his public

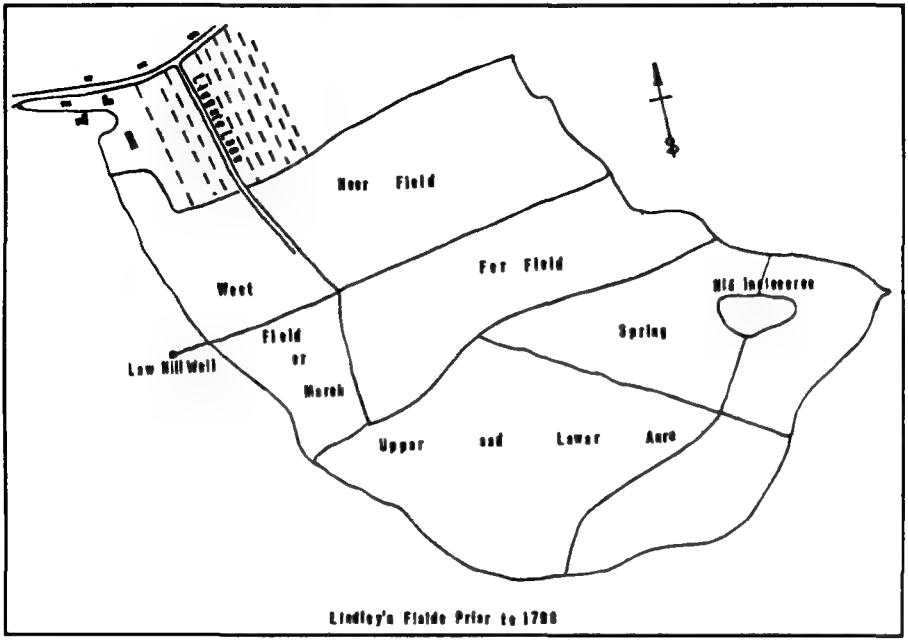
service, a similar compliment might be paid to John.

LINDLEY'S ROADS AND FIELDS (32)

Just before the Clock Tower, notice the junction of five of Lindley's most important roads. One of the roads, Lidget Street, probably dates back to the earliest days of settlement. The other four are merely two hundred years old having their origin in the Lindley Enclosure Awards of 1798.

The principle of Parliamentary Enclosure was that owners and occupiers of scattered holdings in open or common fields would be allotted new compact land holdings in the same fields. The cost of walling, hedging or fencing the new enclosures, which were notionally equivalent in acreage to the land previously held, fell on the recipients of the awards. Smaller landowners who could not meet the considerable costs involved were often forced to relinquish their land; there is no doubt that Parliamentary Enclosure contributed considerably to rural depopulation.

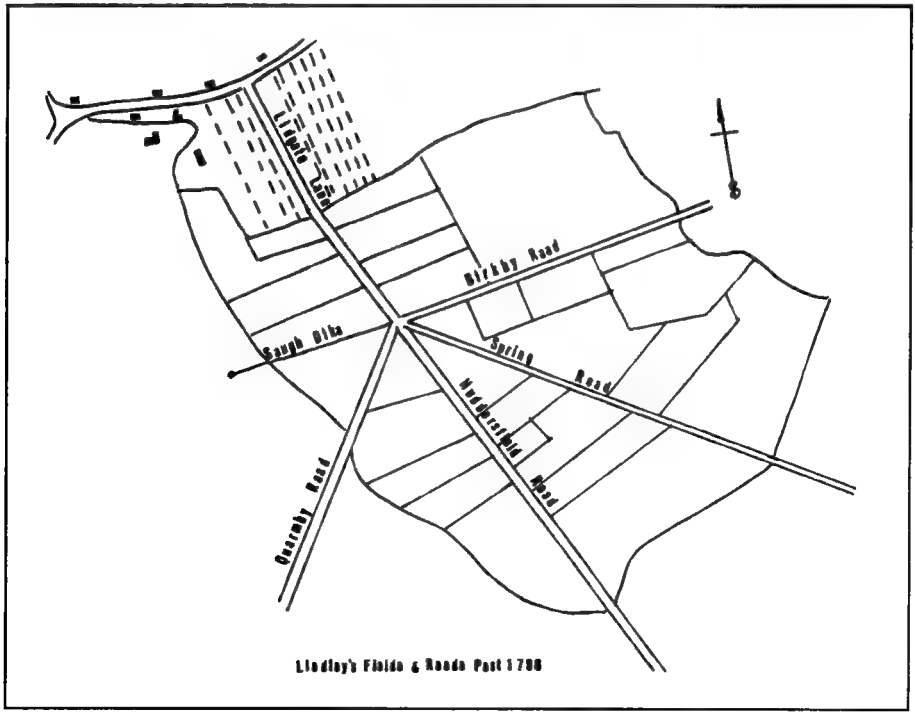
Lindley on the eve of enclosure consisted of a few farmsteads and cottages scattered along a village street on the line of the present day East and West Streets (see map below).



To the south lay the open and common fields called the Marsh (or West Field), Law Hill, Nearfield, Farfield, Spring and Upper and Lower Acre. Access to the fields was by way of Lidgate Lane (now Lidget Street). The name Lidgate is part of open field terminology and implies the one time presence of a swing gate placed at the entrance to the fields. At the time of enclosure mills, factories, chapels and church were all in the future.

In many areas, before they dealt with enclosure, Award Commissioners often proposed a planned road system to replace old tracks and paths that wandered haphazardly between the furlongs of unenclosed arable and common, connecting farmsteads and villages. Enclosure roads, which may be recognised by their undeviating course, run to old township boundaries where, often with an abrupt change of alignment, they connect with roads leading to neighbouring villages.

The four straight roads converging on Lidget Street were awarded, appointed and named by the Commissioners in 1798. The new roads paid



Lindley's Fields & Roads Post 1798

little attention to open field configuration but, naturally, they determined the setting out of new enclosures. Our second map (p.48), which like the first is based on the Awards Map and on written information in the schedules, shows the new roads and enclosures.

The first road described by the Commissioners was Huddersfield Road, a public carriageway thirty feet wide, leading from Lidgate Lane southwards in a direct line to the township boundary to connect there with an ancient highway leading to Huddersfield. The latter was the road running through Marsh, later to become part of the New Hey turnpike.

The second was a public carriageway, also thirty feet wide, called Quarmby Road leading in a south westerly direction to connect, at the boundary, with Sporth Lane leading to Quarmby. A short stretch of Sporth Lane (now called Sparks Lane) survives on the south side of New Hey Road.

The third, Birkby Road, was a public footway twenty feet wide, leading in an easterly direction to unite with a footway to Birkby. The latter was never upgraded and exists, a footpath still, with its entrance near Banney Royd in Halifax Road.

The fourth, Springs Road, a public footway twenty feet wide, was given the name of one of its adjoining fields. It ran in a south easterly direction to the 'Beggars Stile' where it crossed the Sunny Bank Beck and connected with a footpath to Huddersfield. As a result of development in this area, stile, beck and footpath have disappeared.

The two public footways, Birkby Road and Springs Road, were also described in the awards as occupation roads, a term, commonly given to enclosure roads in Yorkshire, indicating that the owners and occupiers of adjoining fields were required to maintain, repair and support the roads. In return, they had liberty to pass and repass to their land and buildings on foot or with horses, asses, wains, carts and other carriages and to drive cattle along the roads. They were, however, not allowed to turn cattle into the roads to eat the herbage or to depasture them in any way.

Once the Lindley Commissioners had rationalised the road system they moved on to land distribution. Following a survey and valuation, and probably several heated and acrimonious public meetings, the Commissioners awarded and set out ' ... the several pieces of land in the several open and Common fields .... in full lieu and recompense for all the parcels of land

lying in the same fields.' Altogether they disposed of some two hundred and fifty acres but it seems they ignored about twenty acres for the award map clearly shows that the arable strips on either side of the north end of Lidgate Lane remained intact after enclosure (see map p.48).

The lion's share of the reapportioned land, approximately one hundred and sixty acres, went to the Lord of the Manor, Thomas Thornhill; other names mentioned include Oldfield (approx. 21 acres) Radcliffe (14) Waterhouse (13) Lindley (12) Thornton (10) Wilkinson (8) and Dyson (5).

The Awards were published on 3rd April 1798 and the owners and occupiers of the new allotments were required to complete their fences by 25th March 1799. Until that date they had liberty to carry their materials over the occupation roads without interruption or disturbance. They were also required to fix good and substantial stiles in their fences.

As well as roads and land the Lindley Commissioners dealt with water courses, the most important of which was the Sough Dike which flowed from a well at Law Hill (now Low Hills) to a trough situated at the junction of Quarmby Road and Huddersfield Road. The Commissioners directed that the dike should flow in the same direction and manner as before and that it should be kept covered for a space of twenty yards from the west end of the pipe which emptied into the trough. The owners and occupiers of the land on either side of the dike were to keep it cleansed and scoured.

From the trough the water was to flow into and along the Birkby Road and all owners and occupiers of land adjoining the road were given liberty to take the water 'into their respective allotments for the purpose of watering their cattle but for no other use or purpose whatsoever.' After they had 'received the benefit thereof' they were required to turn the water out into the road again. As there is no instruction here that the water was to flow in the same direction as before it can be implied that, beyond the trough, the water was sent along a new course. The reference to the water flowing along Birkby Road probably should not be taken at face-value. A road constantly under water would be impractical and the likely explanation is that it flowed along a channel newly dug at the side of the road. Exactly how long this arrangement continued is not known but by the 1850s the water had probably been culverted underground.

The trough mentioned in the schedules, which was conveniently situ-

ated near the five road junction, was an important enough feature in Lindley to give rise to a place-name. As late as the 1930s the area between Daisy Lea Lane and Occupation Road was called Trough.

The original names of the enclosure roads, chosen by the Commissioners in 1798, have not survived and perhaps they were never taken up by local people. Certainly by the 1850s Birkby Road had become Daisy Lea Lane whilst Quarmby Road was known at that time as Sparks Lane. Even then, it was the site of a large factory called Plover Mills which must account for its present name, Plover Road. Huddersfield Road soon became Acre Street presumably because it runs across land formerly called Upper and Lower Acre. Conversely, Spring Road lost its designated connection with Spring Field and became simply, Occupation Road.

Although Lindley has been massively developed since 1798 a trace of the awards underlies the present day streets, mills, workshops, houses, chapels and shops. In the area of enclosure, several property boundaries run at right angles to Acre Street and Lidget Street and coincide with the compact land holdings set out at that time. In contrast, property boundaries at the north end of Lidget Street tend to run parallel with the street and coincide with the strips ignored by the Commissioners in 1798.

LINDLEY CLOCK TOWER (33)

The inscription over the door of the Clock Tower reads: 'This tower was erected by James Nield Sykes Esq. J.P. of Field Head, Lindley, for the benefit of the inhabitants of his village in 1902.' The tower was designed by James Sykes' nephew, Edgar Wood, one of the country's leading architects and the numerous symbolic sculptures, executed in the finest stone, were by T. Stirling of London.

Carved over the door is the figure of Time standing on the winged globe, moving straight ahead in his full youth, holding his scythe and hour glass. On his right hand is the figure of Youth, sowing seed broadcast and on his left 'Old Age' reaping the harvest. The model for the sower in this simple sermon in stone is believed to have been thirteen year old Harry Mortimer whose father, Tom, was a plumber working on the tower's copper roof. One day, when the sculptor was in need of a model for 'Youth' he spotted Harry who had brought his father's dinner to the site. Thus Harry

was immortalized in stone.

The figures on each of the corner buttresses represent the four virtues: Faith (east), Love (south), Purity (west) and Justice (north). The four seasons are portrayed on the frieze with spring symbolized by almond blossom, summer by the rose, autumn by the apple and winter by holly. The gargoyles represent 'the beasts fleeing from the tower of time' and are described as The Lazy Dog, The Vicious Dog, The Cunning Dog and the Greedy Dog.

The clock was started by Miss Mary Alice Sykes, youngest daughter of James Nield Sykes, on 24th December 1902. To celebrate the event F. W. Sykes of Green Lea gave a treat on Christmas Day to the aged and poor of Lindley and two days later John Sykes entertained some four hundred people over the age of sixty at Acre House.

The Clock Tower was conveyed to the Corporation on 14th July 1925. In 1968 the copper sheeting on the roof was replaced and the stonework was cleaned and pointed. Two years later the clock's original mechanism, which had worn, was replaced by the mechanism from the old market hall clock. Many local people were disappointed that the new mechanism did not strike or chime and a 'Save the Clock Tower Chimes' fund was inaugurated to raise the necessary £500. When the fund reached £400 the Town Council offered the rest and on 11th September 1971, after more than a year of silence, the Mayor, Ald. Mrs. E. M. Whitteron, switched on the new electric chimes.

Lindley Clock Tower with it copper roof is a landmark visible from many of the surrounding districts. That it is held in affection by the people of Lindley and areas further afield was proved on 11th and 12th September 1999 when, as part of a Heritage Weekend, the doors were thrown open to the public for the first time since 1902 and long queues of people patiently waited their chance to enter.

After the clock tower was completed in 1902 it was whispered, rather unkindly, that Mr. Sykes' motive was to make sure that the employees at Acre Mills had no excuse for being late for work. If this idea, which is still current, is true then in Lindley Clock Tower we must have one of the most ornate and expensive alarm clocks ever known. For such a simple purpose it would surely have been cheaper to provide all the workmen with clocks

or even the services of a 'knocker-up'. At the time the clock was built Mr. Sykes was retired and it is far more likely that his intention was, as the inscription suggests, to benefit his native village and, perhaps, as he was nearing the end of his life to leave something splendid as his memorial near to the place where he lived.

THE PARISH CHURCH OF ST. STEPHEN (34)

In 1818 Parliament made one million pounds available to extend the influence of the established church through the building of new churches. The Million Act was ostensibly to thank God for the recent victory over Napoleon at Waterloo but its underlying motive was to combat the growing popularity of dissenting religion in new, rapidly expanding industrial areas. Several churches in the Huddersfield district, including St. Stephen's, were built under the Million Act during the first three decades of the nineteenth century. The so-called Million or Waterloo churches were usually Gothic in design, inexpensive in construction and plainly functional in character. They were required to provide free seats for the poor and, in a contemporary account, were described as 'churches where working men and women may freely go and feel at home.'

Built between 1828 and 1830, on land formerly owned by the Thornhills, St. Stephen's could accommodate a congregation of seven hundred. Designed by John Oates, the church was built by Joseph Kaye, the most productive local builder of the times, who was responsible for many of the public buildings in Huddersfield (see D.O.H.1.ü.No.9). As well as St. Stephen's Kaye, between 1827 and 1831, built Waterloo churches at South Crosland, Linthwaite, Golcar, Paddock and Huddersfield (St. Paul's).

St. Stephen's was opened by Rev. J.C. Franks, Vicar of Huddersfield, on 11th February 1830 and consecrated by the Archbishop of York on 1st September following. On the same day the Archbishop consecrated Kaye's churches at Golcar and Paddock and on the following day he performed the same duty at new churches at Lockwood and Netherthong.

In later years Waterloo churches came to be regarded as plain and unimpressive. Many were 'improved' by the addition of a chancel as here at St. Stephen's where the chancel was built in 1872 at a cost of £2,000. The new work included a vestry and an organ chamber and on 15th January

1873, with much rejoicing, the newly installed organ was 'opened'. There was further rejoicing on 15th August 1878 when Mr. T. Varley presented a peal of eight bells to the church. Since they were installed the bells have doubtless rung out to mark many special occasions; most recently they rang at noon on 1st January 2000 to welcome the third millennium of the Christian era.

FIELD HEAD (35)

A few metres beyond the church, the house called Field Head (originally Field House) was the residence of James Nield Sykes, giver of the Clock Tower. The younger brother of Joseph and William Sykes he entered the family business in his youth and became Chairman when the firm was converted into a limited company.

A stauch Non-Conformist, he worshipped at the Wesleyan Methodist Chapel in East Street and contributed generously towards the extension of the premises and the purchase of a new burial ground.

In 1893, James Sykes conveyed eight acres of land at the side of Daisy Lea Lane to the Corporation for use as a public recreation ground. The opening ceremony on 14th May 1894 was a grand affair with Lindley Brass Band, processions of teachers and scholars from all the local Sunday Schools, sports competitions and a spectacular fireworks display. For this and other services to the Corporation, Mr. Sykes was made Freeman of the Borough, only the fourth man to receive the honour.

James Nield Sykes died on 4th March 1903 aged seventy seven. His funeral service, held three days later at the Wesleyan Chapel, was attended by most of the town's civic dignitaries and leading businessmen. As a mark of respect blinds were lowered and curtains drawn in almost all the houses and shops in Lindley. In his funeral oration the Rev. J.H. Clemison described the deceased as '...a fine type of rough and ready Yorkshireman, bluntly outspoken and not squeamish in his choice of words.' He went to praise Mr. Sykes' generous gifts to the village and his contribution to the 'beautification' of the Chapel, remarking that 'no more generous heart ever beat.' Surprisingly, perhaps, James Sykes was not buried in the Wesleyan Chapel graveyard. His remains lie beneath a large tombstone in front of the Non-Conformist Chapel in Edgerton Cemetery, near to the grave of his

brother Joseph.

In 1937 after the death of James Sykes' daughter, Mary, Field Head was bought by Huddersfield Corporation for use as a children's home and nursery.

LINDLEY TRAMS (36)

Just beyond Field Head, on the opposite side of the road, the Fleece Inn was the terminus not only for Lindley's first tramway service but also for an earlier service of privately operated omnibuses. In the 1870s Coneys were running horse drawn omnibuses seven times a day (eight on Saturdays) from the Market Place via Marsh to the Fleece. Fares to Lindley were threepence - ha'penny outside and fivepence inside - a tidy sum in those days. Fares in the opposite direction were, at threepence and twopence, slightly more modest perhaps because it was downhill. When steam trams started operating on the Lindley route the fares were twopence and threepence both ways.

An hourly steam tram service from St. George's Square to Lindley was inaugurated on 9th June 1883. For a few weeks the line terminated at the Bay Horse public house at the corner of New Hey Road and Acre Street because the Board of Trade decreed that Lidget Street was too narrow for the use of steam power. Fortunately, through the generosity of James Neild Sykes who offered, gratis, a strip of land about seventy yards long, the Corporation were able to widen the road and thus take the tramway to a terminus at the Fleece in the heart of the village.

Three years later it was decided to extend the Edgerton route from Bryan Road to Lindley via Holly Bank Road so making the Lindley service a circular route. Although Holly Bank Road was a new road, having been constructed some time after 1850, it was, like Lidget Street, too narrow for steam trams and had to be widened before the line could be certified for public use. The new circular route opened on 11th October 1886 and lasted until the Edgerton line was extended to Birchencliffe in 1911 when the Holly Bank Road section was closed. On 14th February 1901 the Lindley line was electrified and a more frequent service was introduced.

During its lifetime there were only two accidents on the Lindley line, the worst of which was on 3rd July 1883 when seven passengers were

killed (see D.O.H.2.i.No.7). The other occurred on 6th June 1905 when an electric tramcar left Lindley at 5.15 p.m. carrying several passengers. Shortly after turning into Holly Bank Road the car began to make speed. Although the driver tried his utmost to check it, the car continued to gather speed until it reached the bend into Halifax Road where it jumped the metals and careered across the road into a field, demolishing about six metres (20ft) of a substantial stone wall. The car remained upright, the driver remained at his controls and, remarkably, neither he nor his passengers were hurt.

Two breakdown gangs were soon the scene closely followed by the tramway manager, Mr. Wilkinson, and the traffic superintendent, Mr. Hartly. Under their direction the work of removing the tram from the field began and by 9.30 p.m. it was on the metals again. The brakes were carefully examined by Mr. Wilkinson who could find no fault with them. Rashly, perhaps, he drove the tram several times up and down Holly Bank Road in the presence of three councillors who had arrived to take stock of the situation. Prudently, they watched rather than took part in the operation. The tram behaved perfectly and was later driven to the depot for repairs. Subsequently, the accident was put down to a temporary malfunction of the brakes.

LINDLEY CO-OP (37)

The Huddersfield Industrial Co-operative Society opened their first store in Buxton Road on 1st September 1860. Business was slow at first and by December of that year the new venture had attracted only three hundred members. The total profit for that first quarter was a mere £70 but so great was the directors' faith in the Co-operative Movement that, as soon as they were established in the town, they prepared to open their first two branches at Lindley and Moldgreen.

Branch number one opened at Lindley in rented premises in December 1860. The undoubted success of the Movement was due in no small part to the yearly dividend (known throughout the area as 'divi') paid to members. In the first year of trading at Lindley the dividend was 1s.7d. in the pound. Sixteen years later when a new purpose built store opened in Lidget Street the dividend had risen to 2s.7½d.

Today, unable to compete with the buying power of supermarkets, all co-operative stores in the Huddersfield area have ceased trading. In almost

every district, however, the old premises remain, put to some other use. Nos 85, 87 and 89 Lidget Street (opposite the bus lay-by) today occupy the premises of the Lindley Co-op. More often than not old co-operative premises are easily recognised for what they were. Here nothing seems to remain to remind us of the past but a very careful inspection of the facade will reveal the faint semi-circular outline of the old timber sign-board that once displayed the name and number of the branch. This shadow of the past can be seen between the first floor windows of Nos. 85 and 87.

THE LINDLEY COINERS (38)

In 1769 several members of the notorious gang known as the Halifax Coiners were arrested and brought to trial. Their leader, David Hartley, was executed and several of his accomplices were transported for at least seven years. Exactly one hundred years later the Lindley coiners received much more lenient sentences.

Somewhere beneath the modern property on the right hand side of Lidget Street, near its junction with East Street, is the site of a shop once occupied by Jonathan Shaw, shoemaker, Mary Shaw, greengrocer, and their seven children.

For several years shopkeepers in Huddersfield had suffered loss through unwittingly accepting counterfeit coins in payment for goods. Suspicion eventually fell on Mary Shaw, a watch was kept and at 7.30 p.m. on 8th April 1869 she was caught tendering a bad florin at Woods fishmongers in Victoria Street. Inspector J.A. Whelan arrested her and took her to the police station in Bull and Mouth Street. Mr. Whelan and a police constable immediately went to Shaw's shop at Lindley where, in the loft, they found quantities of plaster of Paris, pewter, bismuth and black tin. Elsewhere they found an iron ladle with traces of a white metal clinging to it. To their extreme disappointment they found no moulds.

Jonathan Shaw was arrested shortly after midnight and taken to the police station where both prisoners were charged with uttering base coins. Shaw's response was, 'Well, what about it?' Mary, who had her baby son, Ellis, with her, made no reply.

On 10th April the couple appeared at the Magristrates Court and were remanded for three days. As they were leaving the court a friend shouted to

Mary, 'Its through him that you are in this position, I should tell all about it.' That evening Mary told Inspector Whelan that she had heard Jonathan tell a friend that he had planted things in Prince Wood and she offered to go to the wood to help search for the moulds. When she declared that she and Shaw were not married the police realised that any evidence she gave against Shaw could be admitted and permission was given for the search.

At about 3.30 a.m. on 11th April, Mary and baby Ellis accompanied by three police officers set off on foot for Prince Wood. After a lengthy search an oilskin parcel was discovered concealed in the boundary wall. It contained three plaster of Paris moulds, one for coining half-crowns and two for coining shillings and, in addition, four base half-crowns and five base shillings. From the wood the party made their way to Shaw's shop where Mary assisted in another search. Her appearance in Lindley caused a small sensation and scores of people gathered around the shop thinking she had been released. Nothing was discovered in the shop and Mary was returned to the lock-up in Huddersfield on the Lindley omnibus.

Another search of Prince Wood undertaken a day or so later led to the discovery, also in the boundary wall, of one hundred and sixteen base shillings wrapped up in an apron which was later identified as Shaw's by his daughter, Eliza Ann. Around the same time two boys playing in the field where Shaw kept his donkey found, hidden in a wall, a bottle containing a number of base half-crowns, shillings and sixpences.

On Tuesday 13th April the prisoners were brought before the magristates in a crowded courtroom. Several witnesses told the court that Mary Shaw had purchased goods from them with counterfeit coins. Inspector Whelan and other police officers told of their several discoveries of metal, dies and coins. The prisoners were held on remand until instructions were received from the Royal Mint for their prosecution. Two weeks later, the couple were remanded in custody to appear at the summer Assizes. Mary's desperate plea that she could be of service at home and her fervent promise to 'sit still' were ignored.

During the second week of August 1869 Jonathan Shaw aged 50 and Mary Shaw aged 40, spinster, were indicted at Leeds Assizes, before Mr. Justice Forsyth, for having possession of three dies for making counterfeit money. After listening to the overwhelming evidence against Shaw the jury

ignored his denial of all knowledge of the moulds and found him guilty. Mary was acquitted on that charge but was immediately put on trial for attempting to pass base coins. She admitted the attempt but declared she was ignorant of the coins being spurious. The jury found her guilty but recommended her to mercy. Shaw was sentenced to eighteen months imprisonment with hard labour, Mary to one month with hard labour.

After her release Mary reverted to her maiden name, Schofield, and took a house in Thornhill Street (now Thorncliffe Street), Lindley, where she was reunited with her children. Two years later she took in a lodger - his name? Jonathan Shaw!

N.B. Any of our readers who might light to try their luck with a metal detector can at this point easily make a short diversion to visit Prince Wood. From Lidget Street turn right into East Street and at the traffic lights at the bottom of the hill continue straight ahead into Birkby Road. In about ½ mile turn left into Reap Hirst Road and park near a public footpath sign on the left. The path borders a remnant of Prince Wood. After exploring the wood and its boundary walls return to the main route of the tour in Lindley.

THE OLD BREWERY (39)

About a quarter of mile after turning left into West Street notice, on the right, between Fern Lea Road and Weather Hill Road, a building called The Old Brewery. Lindley Brewery was founded in the late 1850s by George Netherwood who farmed sixteen acres of land at Weather Hill. After his death circa 1868 his sons Ellis and Law took over the business, trading as George Netherwood and Sons, ale and porter brewers and hop, wine and spirit merchants. In the day-to-day running of the firm Law was the brewer and Ellis the merchant. By 1880, Ellis had control of the brewery and was living, with his wife Susannah and their four children, in some style at Field Gate House in Temple Street.

Ten years later, after her husband's death, Susannah was running the business with her eldest son, George. At that time there were at least eight inns and public houses in Lindley but despite having so many customers on the doorstep Lindley Brewery went out of business around the turn of the century.

The building remained, disused and neglected, until someone saw the

possibility of converting part of it into a dwelling house. Fortunately, when choosing a name for the house he or she had the good sense to remember its history.

COWRAKES (40)

Just beyond the brewery, West Street becomes Cowrakes Road. Near the top of the hill notice a small settlement on the right hand side. This was originally a single farmstead called Cowrakes, an unusual name that is at least two hundred years old and probably much older. In the northern counties the word 'rake' (from the Old Norse rak - a stripe) was commonly used of a steep, narrow track where animals were formed into single file. The use of Cowrakes as a place name tells us something of the conditions around and activities at the farm in its earliest days. Cowrakes Road, of course, was so named because it led to Cowrakes farm.

BENJAMIN BROADBENT (41)

One tenth of a mile beyond the Old Brewery, on the bend near the top of the hill, the house on the left hand side of the road is Gatesgarth the one-time home of one of our local heroes, Benjamin Broadbent.

Born at Longwood in 1850 he was the sixth son of John Broadbent of Parkwood Mills, a wealthy manufacturer who believed in providing his sons with a wide education. One of Benjamin's older brothers, for example, became an eminent physician, another became a Colonel in the British army. Benjamin was educated at Huddersfield College, King's College, London and Queen's College, Oxford. After taking his degree in 1874 he abandoned his early ambition to become a journalist and returned home to enter the family business. He married Louisa, daughter of William

COUNCILLOR B. BROADBENT, M.A., J.P.

Keighley of Highfield, and in 1880 the couple set up home at Gatesgarth.

He soon began to take an active interest in community health and quickly gained public recognition for his work. In 1886 he was elected councillor, by a large majority, for the Lindley-cum-Quarmby ward although he was out of country at the time and therefore unable to address any election meetings. Throughout his twenty-seven years as councillor, and later alderman, he was resolutely non-political subscribing to the admirable belief that the interests of the public should always be set before party politics.

Over the years Councillor Broadbent served on many committees. As a member of the tramways committee he encouraged the provision of the circular route to Lindley and, later, pressed for the electrifician of the system. But it was as a member, and later chairman, of the Health Committee that he found his most fulfilling role. His fervent belief that the town needed improved facilities for treating infectious diseases led him to become one of the chief proponents of a scheme to build a new isolation hospital at Mill Hill. For some seven years he fought for Mill Hill in the council chamber and finally saw his dream realised when, on 22nd October 1898, he invited his brother, Sir W.H. Broadbent, physician to the Prince of Wales, to open the new hospital (see D.O.H.3.No.53).

Councillor Broadbent's most important work was his lifelong crusade to improve infant welfare and he was instrumental in setting up the Infantile Mortality Sub-Committee in 1903. When he became Mayor, in November 1904, he announced his intention of awarding a promissory note for twenty shillings to the parents of babies born in Longwood during his term of office, the sum to be payable when the babies reached the age of twelve months. A ladies committee was formed whose members visited the parents to offer help and advice. After two years as Mayor he reported that notes had been given in respect of one hundred and twelve babies of whom only four had died. As a result of the scheme the infantile death rate in Longwood was reduced to less than half the national average.

In 1905, at the end of his first term as Mayor, he was made Alderman. The following year he introduced a scheme for the prompt registration of all births within the Borough, a measure that was taken up a year later by the whole country.

During the first decade of the twentieth century Alderman Broadbent

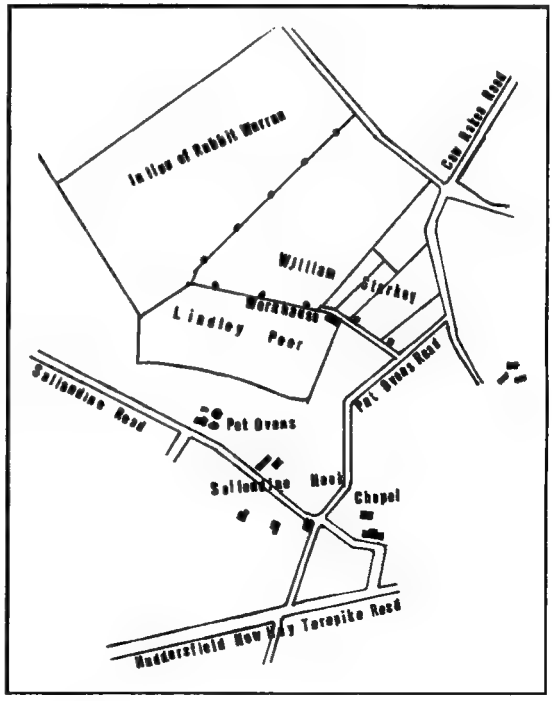
received world-wide recognition for his innovative work in child welfare. In 1906 he accepted the post of Hon. Joint Secretary of the National Conference on Infantile Mortality and in 1907 he was made *Membre d'Honeur de las lique pour la protection de l'enfance du premier age*. As his reputation grew he was always quick to acknowledge the help of members of the medical profession in London and the direct encouragement of Queen Alexandra. In 1918, in recognition of his single minded service to the community he was made Freeman of the Borough of Huddersfield.

Alderman Benjamin Broadbent C.B.E., M.A., J.P., L.L.D. died on 25th April 1925. He was buried in the graveyard of the Wesleyan Methodist Chapel at Longwood. The chapel has gone now and we are unable to say whether a tombstone survives as, sadly, the graveyard is neglected, overgrown and locked.

Just beyond Gatesgarth our route continues straight ahead at the cross roads to follow Moor Hill Road to Salendine Nook.

STARKEY'S ALLOTMENT (42)

Immediately beyond the cross roads, the modern houses on the right hand side of Moor Hill Road were built on land allotted to a number of men in the Lindley Moor Enclosure Awards of 1813 and purchased afterwards by a William Starkey. The property amounting to about ten acres, soon became known as Starkey's Allotment (see map right) a name that, surprisingly perhaps, survived until the housing estate was built in the 1970s.



As a landowner Starkey was required to make and forever maintain fences around his land. His compliance may be deduced from the 1854 O.S. map which clearly shows that the north and west sides of the allotment were bounded not only by straight walls but also by trees planted at regular intervals along the walls. This wall - tree boundary, always more noticeable than other field divisions in the area, has survived. Anyone interested in landscape history might like to take a short walk (136 metres, 150yds) along Crosland Road to look at the drystone wall (and trees) on the left side of the road and running at right angles to it. Today, this is the northern boundary of the housing estate but from its style and state we can be fairly sure that it dates back to the early years of the nineteenth century and might, therefore, have been built by William Starkey. As a matter of interest the land on the other side of the wall was awarded to Thomas Thornhill in 1813 in lieu of the rabbit warren. (see map p.62).

LINDLEY WORKHOUSE (43)

On the right hand side of Moor Hill Road, about eighteen metres (20yds) before a short road called Hill Close, notice a driveway leading to a modern house called White Gables. The driveway follows the exact line of a lane that once led to Lindley Workhouse and White Gables (which may be glimpsed from the road) now occupies the site of the building. The drystone wall on the right hand side of the drive is the south wall, now rebuilt, of Starkey's Allotment (see map p.62).

It is difficult to decide whether or not the workhouse was ever an institution for housing the poor like the one at Birkby. Early references to Lindley Workhouse have proved elusive and, significantly, in a diligent search of the Lindley census returns we could find no mention of a workhouse let alone a list of inmates. The Lindley Moor Enclosure Map of 1813 shows that the workhouse occupied a site at the north-east corner of a close of land marked Lindley Poor. Interestingly, we have come across a similar arrangement of workhouse and poor's land at Lepton. There the land and house were let to tenants and the rents applied in aid of that township's poor rate. It may be that this system prevailed at Lindley from the beginning. In 1924, the then occupant of the workhouse, who was described as of advanced age, said his father and grandfather had occupied the site before

him. Although such hearsay evidence should be treated with caution this could mean that the workhouse was tenanted circa 1820. We are on safer ground in the 1860s when it is certain that the Lindley Overseers were letting the workhouse and land for £12 a year, which sum was paid into the township's account in respect of the poor rate.

In 1924, the decision was taken to sell the workhouse property which comprised a freehold farmhouse, two single storey cottages and six acres of land. It was found that the sale had to comply with the provisions of the Union and Parish Act of 1835. This stipulated that the overseers of the poor must obtain permission for the sale from the Lindley rate payers who were to be summoned to a meeting by a 'fairly written' notice posted on the principal door of the Parish Church. The Act also laid down the method of voting. The resolution to be submitted to the meeting was entered in a special book provided by the overseers and voters were required to sign their names, as they saw fit, on pages marked 'for' or 'against' the resolution. Ratepayers whose property was assessed at less than £50 had one vote. Those who were assessed at more than £50 were entitled to another vote for each subsequent £25.

On 21st August 1924 twelve ratepayers attended a meeting held in the Town Hall. Accustomed, as they were, to the one man one vote secret ballot they found the system of voting laid down by the Act antiquated and undemocratic. Nevertheless, the provisions of the Act were duly complied with and the meeting unanimously gave permission to the overseers to sell the property. The income from the sale was to be applied for the benefit of the Crippled Children's Home at Lindley Moor.

It is interesting that some fifty years after the sale, long after the age of workhouses had passed, the buildings on the site were still called Old Workhouse.

POTOVENS ROAD (44)

In the late nineteenth century the rather bland name Moor Hill Road replaced the much more interesting and distinctive name Potovens Road which had it origin in the nearby Lindley Moor Pottery.

Some time in the seventeenth century a family called Morton, traditionally said to come from Scotland, settled in the Lindley area and estab-

lished themselves as clothiers and farmers. Towards the end of the eighteenth century two of their descendants, Edmund and Joseph Morton, set up a pottery kiln in Salendine Road (now Laund Road). Successive Mortons continued the business, combining pot making with farming. Eventually, the pottery split into two separate concerns one of which closed in 1945. The other, still in the hands of the Mortons, continued in business until the early 1980s.

After the potters left the builders moved in and today a number of distinctive dwelling houses, some of them converted warehouses and offices, occupy the site which is appropriately called Kiln Court and Morton Way. Thus a small part of the fabric of Salendine Nook's history has been preserved on the site of it occupied for nearly two centuries. To see the site it is, of course, necessary to take a short diversion (about 200 metres, 220yds) into Laund Road.

SALENDINE NOOK CHAPEL (45)

Just before Laund Road, on the left hand side of Moor Hill Road, notice Salendine Nook Baptist Chapel. The chapel has received much expert attention from other writers and its story is well known. Nevertheless we feel we cannot pass by without giving a brief account of the foundation of the first Baptist cause in Huddersfield.

In the seventeenth century as opposition to the doctrines and rituals of the Established Church grew, separate dissenting congregations met in private houses to worship God according to their consciences. Because early Dissenters were persecuted for their beliefs their meetings were, of necessity, held in secret behind locked doors. Religious toleration was slow to grow but by 1689 the idea that some sort of coexistence between established and dissenting churches was possible led to the passing of the Toleration Act. At last, provided their premises were lieensed, those who did not conform were permitted to meet openly.

As a result of the Act, Michael Morton obtained a licence on 8th October 1689 to use his house as a public meeting place for Protestant Dissenters. In the early eighteenth century two other houses in the area were licensed as Dissenters' meeting places, the first in 1712 in the name of Samuel Grimshaw of Lindley, the second in 1713 in the name of John Morton of

Quarmby.

In 1731, Henry Clayton of Halifax began preaching regularly to the small community in their various premises and in 1739 a small meeting house was built at Salendine Nook which was duly licensed for religious meetings. This first chapel was erected on land belonging to the Morton family and three of the five trustees were Mortons.

A momentous step was taken in 1743 when Henry Clayton's small congregation was organised into an independent Baptist Church with a membership roll of eleven. Clayton, who became their pastor, remained with his flock until his death in 1761 by which time membership had grown to sixty one. The cause at Salendine Nook quickly prospered and in 1803 the original meeting house was replaced by a larger one on the same site.

The present chapel which dates from 1843, happily, still continues its ministry. On the south west side, the graves of several members of the Morton family prove that their allegiance to the chapel continued into the twentieth century. They are not alone for nearby in the huge graveyard generations of other families lie close together awaiting, with certainty, the Day of Resurrection.

THE COSY NOOK (46)

On the right hand side of Moor Hill Road, a small supermarket now occupies the site of the Cosy Nook picture house which opened without ceremony on Thursday 22nd March 1934.

The Cosy Nook had the dubious distinction of being the only cinema in the Huddersfield area to be damaged by enemy action. On the night of the 13th October 1940 when an enemy raider jettisoned his high explosive and incendiary bombs over the area, shrapnel from the blast damaged the roof of the cinema. Fortunately there was no incendiary damage and, to the relief of the locals, their much loved 'Cosy' soon reopened.

SALENDINE NOOK (47)

The place name Salendine Nook is of interest for what it has to tell us about the area as seen by our forebears. According to the Dialect Dictionary 'nook' is a remote corner and 'sallendine' is the northern name for the

greater celandine. A plant of the poppy family, the celandine was supposed to flower when the swallows appeared and to fade when they departed. So, before we leave Salendine Nook try to imagine the area as it may once have been, a quiet, out of the way place where, in season, masses of yellow flowers on the hillside were, like the swallows, welcome harbingers of summer. This may be a fanciful explanation but is likely that Salendine Nook enjoyed noticeably higher temperatures than the exposed Raw Nook situated on the other side of New Hey Road at the top of the steep Longwood Edge.

At the end of Moor Hill Road turn left into New Hey Road and drive 1.8 miles to the traffic roundabout by the Junction public house near Greenhead Park. Turn right at the roundabout into Gledholt Road (see D.O.H.2.i.No.51 for Greenhead Park).

GLEDHOLT HALL (48)

About half a mile after entering Gledholt Road notice, on the right, the entrance to Gledholt Hall. The house, then called Glead Holt, is marked on the 1797 Valuation Map of Huddersfield but from a number of documentary references occupation of the site can be taken much further back: in 1664 Arthur Hirst of Gleadhould paid tax on four hearths; in the Subsidy Roll of 1523 John Hirst of the Gledholtt was taxed five shillings on goods worth ten pounds; Johannis Gleadhowe paid sixpence in the Poll Tax of 1379; towards the end of the thirteenth century Robert de Gledhold witnessed a grant of land from Arabella de Bellomonte to Adam de Hepworth. It is worth noting that in the three fiscal lists mentioned above the men associated with Gledholt were assessed at a higher rate than most of their contemporaries.

The place name 'Gledholt', which is obviously many hundreds of years old, is easy to interpret. The first element, 'glede', is an old name for the common kite, birds of prey once more numerous and widely distributed than they are today. The word glede which is related to the verb 'to glide', from the Old English 'glida', is descriptive of the birds' flight. The seeond element 'holt' is a wood or woody hill and it is easy to believe that the wooded hillside immediately to the south of Gledholt Hall was, long ago, the habitat of kites and, therefore, the origin of the place name.

There is no doubt that Gledholt is one of the oldest occupation sites in Huddersfield. For most of its long history the house was called Gledholt (or its ancient equivalents). Hall was added to the name in the mid twentieth century, perhaps to improve public perception of its status and, by inference, that of its occupants.

T.P. CROSLAND (49)

In the mid nineteenth century Gledholt was the home of Thomas Pearson Crosland a wealthy industrialist who played an active part in the affairs of the town. An enthusiastic member of the Huddersfield Volunteers he became their commanding officer in 1864 and was thereafter known as Colonel Crosland.

In the General Election of 1865, Crosland stood as a Liberal-Conservative candidate in opposition to the sitting Liberal member E.A. Leatham. Polling day, Thursday 13th June 1865, was marked by rowdyism, riots and running battles between the supporters of each candidate and only after the Riot Act was read and troops summoned did the crowds quieten down. The final result, declared at four o'clock, was 1019 votes for Crosland and 787 votes for Leatham (see D.O.H.1.i.No.1).

Just over a week later, on Saturday 22nd July, in what was described in the press as the greatest political demonstration ever to take place in Huddersfield, thousands of non-electors marched in procession to Mr. Leatham's home at Whitley Hall to present him with an address expressing their appreciation of his political services and their deep regret that he no longer represented them. It was said that the procession was several miles long and that the toll house keeper on Wakefield Road took an average month's revenue in that one afternoon.

On 24th April 1866, a petition from Huddersfield against the return of Col. Crosland, alleging bribery, threats and undue influence, was presented to a special committee at the House of Commons. No fewer than thirty two witnesses were called against Col. Crosland and, as an insight into the management of mid nineteenth century elections, it is worth recording what one or two of them had to say.

James Fawcett, tinner, of Market Walk spoke of receiving an envelope

with a fifty pound note inside and said that his wife received three ten pound notes and another three a few days later. After that he voted for Col. Crosland. Thomas Dean, printer, said he was paid to break up Liberal meetings and to shout for Mr. Crosland. Joseph Smith, sawyer, of Castlegate had intended to vote for Mr. Leatham. He was offered five pounds to change his mind and ten shillings a day to act as a 'runner' to protect Col. Crosland's supporters. By this time he must have had enough for, in his own words, 'I got the ten shillings and then showed myself a runner by running away and voting for neither.'

On the sixth day of the hearing T.P. Crosland was examined. He said he had 1060 pledges out of 2080 and polled 1019. He could have polled fifty more had there not been disturbances and riots by the Liberals. He denied all intimidation and said he did not spend a shilling illegally.

Twenty three witnesses gave evidence for Col. Crosland including Sergeant William Hannan of the Huddersfield police. He said that Mr. Crosland was the popular candidate amongst the respectable people of Huddersfield but non-electors were dead against him and when Mr. Leatham's cabs brought voters to the polling booth the crowd made way for them but Mr. Crosland's cabs were obstructed.

On the ninth day, after deliberating for two and half hours, the Committee declared that Col. Crosland had been duly elected.

Thomas Pearson Crosland did not hold his seat for long. He died at Gledholt on 8th March 1868 aged fifty two. On the day of his funeral most places of business in the town closed for two hours and fourteen hundred people attended the service.

In the resulting by-election A.E. Leatham was returned as Member for Huddersfield.

GLEDHOLT WOOD (50) (O.W.)

Just below Gledholt Hall, Gledholt Wood, better known locally as T.P. Woods, offers an opportunity for a short pleasant and interesting stroll. There is space to park one car in front of the stile entrance on the right but if this is occupied the nearest place to park is Heaton Road.

The broad path leading into the wood from the stile was important

enough two centuries ago to be mentioned in the Huddersfield Enclosure Awards of 1784. It was described as a public footway leading from Gledholt Bank Road westwards to an ancient enclosure of John Dyson. This was somewhere in the region of Heaton Fold. Once, the footpath ran between Gledholt Hall's high retaining wall on the right and a drystone wall on the left but today only the foundations of the latter remain. That apart, the old route probably looks much as it did two hundred years ago.

On reaching two upright but redundant gateposts turn left towards the fish pond, a small man made lake fed by two streams. Follow the footpath round the head of the pond and along the west side to the stepped path leading down to the embankment from where there is a good overview of the fish pond.

From medieval times it was quite common for high status families to possess their own sources of fresh food in the form of dovecotes, rabbit warrens and fish ponds. The latter were of particular importance as they were a reliable source of food on the many 'fish days' observed throughout the year when, for religious reasons, eating meat was forbidden. The favoured fish was carp but ponds were also stocked with such native fish as pike, tench, trout, roach, bream and perch. Small artificial islands, such as the one near the head of the pond, are a common feature of fish ponds and were constructed as a habitat for ducks and other wildfowl suitable for the table. With such bounty, fish ponds – and their islands – were magnets for poachers.

Gledholt Wood was part of the Gledholt estate and doubtless food from the fish pond supplemented the diet of the occupants of the house, as well as poachers, over the years. How many years we are unable to say. A look over the embankment at the massive stonework of the dam and overflow quickly negates the idea that this pond dates back to medieval times. All we can say with certainty is that the fish pond in its present form is at least one hundred and fifty years old.

In the 1860s, when Greenhead Park was in the planning stage, this wooded valley was known as Gledholt Glen and looking at the scene from the embankment it is easy to understand why. The alternative name, 'T.P. Woods', obviously dates from Thomas Pearson Crosland's association with

Gledholt and could indicate that, in some way, he left his mark on the wood. Perhaps, in keeping with his times, he set about landscaping the wood to provide a pleasant environment, close to his home, for afternoon strolls. If this is so, it is tempting to think that the fish pond was included in his enterprise.

Leave the embankment and climb the path straight ahead to return to the stile.

GLEDHOLT BANK ROAD (51)

After the brief interlude in T.P. Woods our route continues down Gledholt Bank Road towards Paddock. The road, which is mentioned in the 1784 Huddersfield Enclosure Awards, was laid out on the approximate line of an earlier footway (shown on the 1716 Estate map). According to the 1784 Schedules the road was twenty seven feet wide and led from Gledholt to Paddock Foot from where it turned eastwards towards the 'ford across the river' and the east end of Paddock Road (the present day Market Street). From this it appears that Paddock Foot was originally identified as the area at the bottom of Gledholt Bank Road and if so the name must have been transferred to the low lying area near the river in comparatively recent times.

In 290 metres (320yds) the road is crossed by the main line railway to Manchester. The first double track line was opened in 1849 by the London and North Western Railway Company. Thirty years later the Company received powers to double their lines in the Huddersfield area, an immense task that took some fourteen years to complete.

Here, at Gledholt Bank Road, the original stone arched bridges were replaced by the present concrete structures in the 1960s to allow the passage of high sided road vehicles. At this point the two double track lines have just emerged from the Gledholt Tunnel about 45 metres (50 yds) to the left of the road and they pass Gledholt sidings immediately on the right. For many years Gledholt sidings was a repository where coal, delivered by the railway, was stored in a long row of hoppers. The hoppers are derelict now but in the day when coal was the main source of heat, light and power the place was forever busy with the comings and goings of local coal merchants who collected their supplies there for delivery, in bulk to industry

and bagged to domestic consumers. (N.B. Neither the tunnel nor the sidings are visible from the road but paths giving access to both are easily found.)

PEDLEY'S FACTORY (52)

Near the bottom of Gledholt Bank Road the large mill on the right had a dam (now filled in) fed by the stream running down Gledholt Bank from the fish pond in Gledholt Wood. Shown on the 1854 O.S. map as Paddock Foot Mills (further confirmation that this area was known as Paddock Foot) the building was also called Pedley's Factory. In the 1870s it was owned by a Mrs. Allen of West Hill and rented by W. and H. Crosland, fancy manufacturers, who sublet rooms and provided power to A.B. Haigh cord manufacturer and J. Mellor, angora yarn spinner. On Wednesday 10th July 1872, a large part of Pedley's Factory, which was described as five stories high and fifteen windows long, was destroyed by fire. Rebuilding must have started immediately for only a year later the Croslands, Haigh and Meller were in production again. After the fire, the name Pedley faded into obscurity being replaced by the more prosaic Gledholt Mills.

PADDOCK (53)

At the bottom of Gledholt Bank Road our route enters the lower part of Paddock. Modern Paddock is largely a result of nineteenth and early twentieth century expansion and development in an area that was formerly sparsely populated waste and common land. In early records the name appears as 'Parrack' which is an old northern counties version of the word paddock meaning an enclosed field. It is likely, therefore, that the name originated from an early clearance enclosed from the waste. That this was a well known territorial feature is proved by frequent documentary references to the upper end, north side, east end, nab end of the Parrack, top o'th Parrack and Parrackfote.

By 1716, when the first map of Huddersfield appeared, encroachment on the common had already started. The survey of the same year lists about a dozen cottages most of which had garths or crofts. One man, Anthony Ainley, had 'a very good house' and several cottages which he let out to

tenants whilst, at the other end of the scale, Widow Heartley had 'a cott and Little Garth on ye Parrack end.' The rent for the latter was twelve shillings but it was noted that this was 'Respited during ye Life of ye Old Poor Woman.' At this time there were five small enclosures down by the river near to a fulling mill which was then the only industry in the area. Water to turn the mill wheel was brought along a goit from a weir about a half a mile upstream.

Settlement on the common continued slowly and by the end of the eighteenth century there were about twelve dwellings at Paddock Head and at least twice that number at Paddock Foot. Several of the houses and cottages had gardens and workshops. Joining the two communities was the Paddock Road which was laid out on the line of an old footway soon after the Huddersfield Enclosure Act of 1784. The road, which is described in the Awards as: 'Leading from the north west end of the common called Paddock eastwards over the said common to the north east end thereof...', is the present day Triangle – Market Street – Church Street thoroughfare. Other roads soon followed and by the mid-nineteenth century much of the ancient common had been lost beneath a labyrinth of yards, folds, courts and rows of working class houses.

From the bottom of Gledholt Bank Road turn right and quickly left into Colne Street. Continue to the road at the bottom of the hill (which is called Paddock Foot). There are a number of interesting features in this part of Paddock that are best approached on foot. In non-working hours parking is easy, otherwise the best chance of finding a parking space is in the wide entrance to Birkhouse Lane, opposite the bottom of Colne Street.

BIRKHOUSE BRIDGE (54)

Walk a few metres along Birkhouse Lane to the bridge over the river Colne. It is possible that the earliest crossing here was by ford as the 1797 map shows roads on both sides of the river but no bridge to connect them. The first bridge, erected early in the nineteenth century, was a narrow wooden structure only suitable for foot traffic. By 1850 this had become inadequate for the increasing local and industrial traffic of the times and in 1855 the present stone bridge was built. A stone tablet records that the bridge was

erected conjointly by the Surveyors of the hamlet of Lockwood in Quarmby, the Board of Surveyors of Marsh Hamlet, Mr. William Arnold, Birkhouse Boiler Works and Messrs. J.H. & C. Walker, Birkhouse Dyeworks. Strangely, the tablet was set in the upstream parapet of the bridge, facing the river and consequently hidden from the gaze of passers-by. Why this was done, on an unnavigable river with no riverside footpath at a time when public benefactors did not hide their lights under bushels, must remain a mystery.

ARNOLD'S STEAM LOCOMOTIVE (55)

Just beyond the bridge, on the left hand side, Arnold's Boiler Works was founded by William Arnold circa 1850. The firm manufactured dye pans, gas holders and multitubular, vertical and locomotive boilers.

On 23rd May 1860, William Arnold caused great wonder and excitement when he took the first road locomotive the town had ever seen on a trial run. The locomotive, which had been made to Arnold's design by Messrs. Lawrence and Sons of Lockwood Iron Works, performed faultlessly. The following day it hauled a sixty horse-power boiler to Newtown Mills, St. John's Road, in only half an hour! Sadly a few days later a more ambitious journey, to take a boiler to Kirkburton, failed when the locomotive repeatedly refused to ascend the steep incline onto the hump back bridge over the canal at Shore Foot.

Walk back to the entrance to Birkhouse Lane and turn right along Paddock Foot. Just before the railway viaduct climb the rather messy but low bank on the right to look over the red brick wall at the canal.

THE HUDDERSFIELD NARROW CANAL (56)

On the far side of the canal the towing path rises over a stone cobbled archway. Although the archway is now blocked, nineteenth century maps show that this was the entrance to a short channel terminating at the side of what was then Fisher's Silk Mill. We are at a loss when it comes to suggesting the purpose of the channel. It is unlikely that it was used to supply water to the mill as that would result in lowering the water level in, or even draining, the pound – not a situation to commend itself to the canal operators. The only solution to we can come up with is that the channel was somehow

used for direct deliveries of goods to the mill. We have long been puzzled by this strange feature and would be delighted to hear from anyone who can enlighten us.

Just beyond the arch is the entrance to lock number five which is combined in one structure with the Paddock Foot aqueduct. Boats entering the lock are lifted to emerge directly onto the aqueduct, an arrangement that is unusual if not unique. Paddock Foot aqueduct is one of two aqueducts crossing the Colne on this side of the summit, the other being at Golcar.

Although we have met this canal on a previous tour we have said nothing of its history. Here then is as good a place as any to, briefly, repair the omission.

The Huddersfield Narrow Canal was built to connect the Ramsden Canal, near King's Mill, with the Ashton Canal nearly twenty miles away in Lancashire. Because the canal would take the shortest possible route through the Pennines its proposers felt that it would have an advantage over its rivals, the Leeds and Liverpool and the Rochdale, which were already under construction and which were, to a certain extent, contour canals. This was the time of canal mania when profits from navigations and canals were high and speculators in the Huddersfield Narrow expected a rich return.

Work commenced in 1794 and by 1798 boats were plying along the canal as far as Marsden bringing ever increasing prosperity to the small communities in the Colne Valley. The waterway finally opened between Huddersfield and Ashton in 1811 shortly after the completion of the great Standedge Tunnel. At a length of 5.2 kilometres (3¼ miles) and a height of 196 metres (645 ft.) above sea level the Standedge is the longest and highest canal tunnel in the country.

Profits from the canal fell far short of expectations. The estimated cost was nearly £100,000 short of the actual cost of £272,463 and the immense task of tunneling three miles through the Pennines was treated far too lightly. In addition, the speculators did not anticipate that seventy four locks, the extra cost of one and sixpence per ton for using the tunnel, the effort of legging boats through and delays of up to five hours at the tunnel entrance would prove unattractive to canal boat operators. It was not until 1824 that the canal company could pay a dividend and then it was only one per cent,

a far cry from the vast returns of the heady days of canal mania.

In 1845 the canal became a subsidiary of the Huddersfield and Manchester Railway Company, later to amalgamate with the London & North Western Company. In 1849, 1870 and 1894 the railway company drove tunnels through the Pennines at Standedge and in each case the canal tunnel was used for access and the removal of spoil. Working traffic through the Standedge Tunnel ceased in 1921 although trade on the lower section of the canal continued until 1944 when an Act of Parliament authorised abandonment. The last passage from Ashton to Huddersfield was in 1948 and subsequently lock gates were removed, parts of the canal were filled in and built over and the great engineering achievement was left to deteriorate.

In 1974 the Huddersfield Canal Society was formed whose members, even then, had faith in the possibility of restoration. In recent years their efforts have been rewarded and, today, what seemed to many to be an impossible dream is approaching fulfilment.

PADDOCK VIADUCT (57)

The Penistone railway line (see D.O.H.2.i.No.31.) leaves the Huddersfield and Manchester line at Springwood Junction and sweeps southwards to cross the valley here by way of the Paddock Viaduct. Notice that the four centre spans on the viaduct are different from the stone arched spans on either side. The reason for this unusual arrangement must, we feel, be because the proximity of road, canal and river beneath the viaduct meant that there was space to construct only three supporting piers. This resulted in greater distances between the piers and necessitated the use of lattice steel girders to bridge the wider spans.

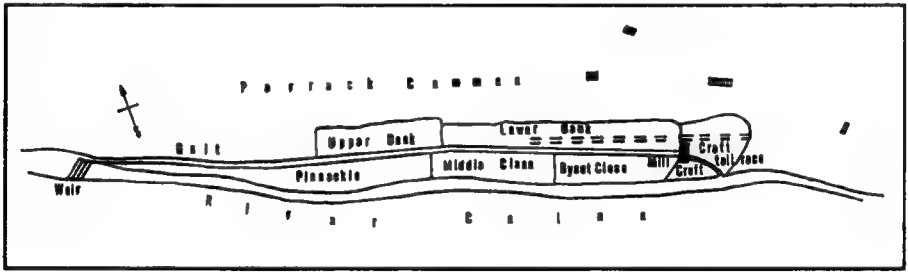
Walk back towards Birkhouse Lane. Whilst in this area readers interested in seeking out past industrial activity might like to take a walk to see what is left of a mill race or goit dug over three hundred years ago to bring water to the wheel of Paddock's first mill. The walk, which starts in Millgate (beyond Birkhouse Lane) and follows a footpath to the weir at the head of the goit, is, there and back, about a mile in length. As the path is usually muddy it is advisable to wear boots or stout shoes. Readers who do not

wish to walk should drive along Paddock Foot and Longroyd Lane to the traffic lights at Longroyd Bridge (page 80).

EARLY ENCLOSURES, GOIT AND WEIR (58) (O.W.)

Our map (below) shows the area as it was in 1716 when William Brook paid £20 a year as tenant of a fulling mill, mill house, croft and five small closes called Upper Bank, Lower Bank, Byset Close, Middle Close and Pinnacle. These, the first enclosures in this part of Paddock, occupied the narrow strip of land between the river and the steep bank to the north. The name Millgate means the way to the mill and it is likely that some sort of track developed soon after the mill was established. However, no track is marked on the earliest maps and for this reason Millgate is represented on our map by a dotted line.

The site of the old fulling mile is now occupied by comparatively modern buildings but a glance through the wide gates on the left hand side of Millgate will reveal traces of old walls and steps that once led to a foot-bridge over the goit.



Further along Millgate, the area of Byset Close (see map) is now occupied by Quality Halal Products and all traces of the goit, which ran parallel to and slightly below the road, have been obliterated.

At the end of Millgate take the level footpath immediately on the right of the 10 m.p.h. sign. For the first 92 metres (100 yds) the path passes Middle Close now occupied by the unlovely premises of Readymix Yorkshire Ltd. Looking at the area today with its silo, mixing plant and slurry

pond it is difficult to imagine it as it was during the first half of the twentieth century when it was laid out in small cultivated allotment gardens. Here, as well as growing vegetables, tenants kept chickens, pigs, donkeys and, we are reliably informed, shire horses.

At the end of what was Middle Close the path veers to the left round the site of Paddock Brow Mills an early nineteenth century mill, now gone. The mill was always difficult of access and must have been built here mainly to exploit the readily available supply of water in the goit. After the mill was built the goit was widened upstream to form a mill pond. The site of the mill is difficult to recognise today but here and there in the undergrowth moss covered worked stones may be spotted and near the river are the remains of the masonry connected with the overflow sluices.

Beyond the site of the mill (and Readymix) the path runs through the flat area of the mill pond (now dry). This wild ground was once the enclosure called Pinnacle. This may seem a peculiar name for such low lying land but it has, in fact, nothing to do with crests or peaks. 'Pinnacle' is simply a variant of the old word pingle meaning a small enclosure or croft. There are several pinnacles to be found among local field names along with pightels, pingots and pighills all with the same derivation. In 1797 the tenant of Pinnacle was John Moor whose name is preserved in Johnny Moore's Hill a little to the north-west of here.

The next landmark after 160 metres (175 yds) is a narrow bridge across the river but don't overlook the stone steps and wall a few metres to the right. This structure was originally a bridge over the goit, built, like the river bridge, as part of a footway leading from Lower Brow to the mills on the south side of the river. Here at Goit Bridge we are at the head of the mill pond mentioned above. A few metres further on, on the right hand side of the path, the centuries old line of the goit can at last be spotted as a slight ditch almost hidden beneath a tangle of reeds and rushes. From its present condition it is obvious that before it was abandoned the goit must have been periodically scoured and cleaned to ensure an uninterrupted flow. Further on, the channel is more obvious and usually wet and may easily be followed to the weir, a massive stone setted structure twenty three metres (75 ft.) wide and sloping twelve metres (39 ft.) from top to bottom.

More than three hundred years ago a weir was constructed here to provide the head of water necessary to send a steady and controlled flow along the goit to the wheel of the fulling mill half a mile away down stream. The difference in height between the head of the goit and the mill is three metres (10 ft.), a fall sufficient to turn an overshot or breast-fed wheel. As we have seen, a mill was built over the goit in the early nineteenth century to take advantage of the same reliable water supply and it is likely that the original weir would be improved and repaired or even re-built at that time. After water ceased to be the motive power the goit continued to deliver water to the mills for use in industrial processes and as far as we can tell it was not abandoned until the 1960s. After abandonment, the height of the weir was reduced and, we believe, a short section at the head of the channel was filled in. This would explain why the goit is now higher than the river at the top of the weir. Before leaving, it is worth a final scramble through the undergrowth to look for traces of the sluices once used to control the flow of water from river to goit.

N.B. The weir is the turn-round point of our guided walk but readers who, like us, enjoy landscape history might like to continue along the path to explore a little-known riverside scene and discover and interpret from themselves a number of interesting industrial relics. To follow the path to its end and come back to the weir will add about two thirds of a mile to the walk.

From the weir follow the same route back to Millgate.

MILLGATE (59)

On the left hand side of Millgate, Granville and Millgate Mills were built in the first half of the nineteenth century in the old enclosure called Lower Bank. Over the years both mills have been occupied by several branches of the textile trade including woollen and angola yarn spinners, cloth finishers and woollen and fancy manufacturers. Half way along Millgate Mills notice the stepped footpath, typical of several rights of ways in this steeply sloping part of Paddock.

Further along, the handsome early nineteenth century building, on the left hand side, was the Brown Cow Inn which closed after nearly one hundred and thirty years of business in 1958. The Licence Consolidation Acts

of 1904, 1910 and 1911 allowed licensing authorities to close public houses in areas deemed to have too many. This was the fate of the Brown Cow; when the licence expired on 13th February 1958 it was not renewed and a month later the inn was declared redundant. Later that year the owners, Bentley & Shaw, and the landlord, David Green, were awarded £3856 and £464 respectively in compensation. Green continued to occupy the premises until the mid 1960s and afterwards the building was used as a workshop. Presently (April 2000) it is undergoing internal renovation.

Walk back to your car and drive along Paddock Foot to the traffic lights at Longroyd Bridge, turn right and then left into St. Thomas' Road.

ST. THOMAS' ROAD (60)

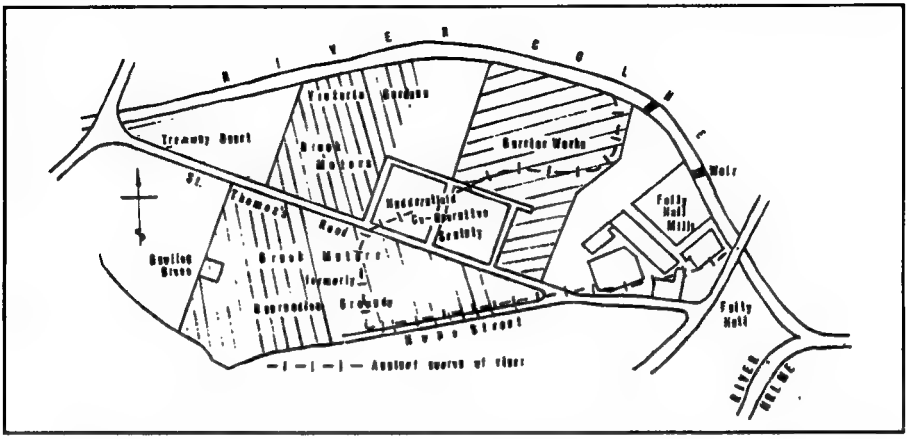
St. Thomas' Road was laid out, probably in the 1870s, across an area of low lying land, called Deadwaters, bounded on the north by a wide arc of the River Colne. At its east end it connected with an earlier, short, unnamed road leading to the mill complex at Folly Hall established by Joseph Kaye in 1825 (see D.O.H.2.i.No.22). Because the area was developed piecemeal over the years we include a small map (p.81) to help identify the sites referred to in the text.

The large building on the left hand side of St. Thomas' Road, presently occupied by a window manufacturer, was originally a depot, built in 1920, to house the Corporation's fleet of electric tramcars. Lost somewhere beneath the building is the site of John Wood's Cropping shop, the workplace of George Mellor who was reputed to be the leader of the local Luddites during tumultuous early years of the ninetecnth century. On 8th January 1813, Mellor and two accomplices were executed at York for the murder, nine months previously of William Horsfall of Marsden (see D.O.H.2.ii.Nos.13 & 25).

BROOK MOTORS (61)

In 1917, Ernest Brook opened Empress Works on land that had previously been occupied by the Victoria Gardens (see map), some thirty small allotments let to local inhabitants at a very low rent. It takes a vivid imagination now, in this built up industrialised area, to picture the sheds with

their chickens and pigs, the greenhouses, the fruit trees and the rows of vegetables that were, for more than sixty years, a colourful part of what was essentially a rural landscape.



The firm founded by Ernest Brook soon expanded to occupy other sites in St. Thomas' Road. Brook Motors undoubtedly contributed to the town's prosperity. During the last century they were one of the foremost employers of labour and doubtless some of our readers will have memories, fond or otherwise, of the firm. For this reason we are pleased to include the following account of Brook Motors written by our friend Peter Greenwood, a former director of the firm:

> 'Throughout the century, St. Thomas' Road has been home to a variety of manufacturing companies. In addition to textiles, the products have included commercial vehicles, gear boxes, iron castings and cooking equipment, but without doubt the most significant has been the electric motor manufacturing company founded by Ernest Brook.
>
> Previously, electric motors were being produced in Huddersfield at Dynamo Works, whose proprietor was T. W. Broadbent. In 1901 he recruited as his manager and designer, 27year old Ernest Brook, born in Pontefract, and already widely experienced in the science of electrical machines. Broadbent's motors operated on direct current, and his new manager was convinced that the future of the industry would be dominated by the recently developed alternating current

technologies. However, his attempts to persuade his employer to manufacture A.C. motors were unsuccessful, and he decided to set up his own factory.

The firm of E. Brook was established in 1904 in Threadneedle Street near the town centre, employing initially 2 persons, but increasing to 20 in the first year. Indeed the demand for his motors was such, that within 18 months he moved into larger premises at Nelson Mill, Colne Road. Expansion continued, and by 1915 with a workforce of nearly 200, he was planning a purpose-built factory in St. Thomas' Road.

The official opening of Empress Works with its adjoining office block was on 6th October 1917, and it remains virtually unchanged, but surrounded by extensive later additions on both sides of the road.

In 1927 the name was changed to Brook Motors Ltd., and Ernest Brook introduced a profit-sharing scheme, encouraging his employees to take up shares in the company. He retired in 1938, after appointing his two sons Frank and Jack Brook as joint managing directors, and it was under their highly individualistic style of management that the firm developed into Britain's largest manufacturer of small/medium-size industrial electric motors, producing nearly 50% of the motors sold in the U.K., plus export sales via a network of outlets in every continent.

The period of their most rapid expansion was during the war and the post-war boom, when the demand for their motors often exceeded their output. The main bottle-neck was handwinding and inserting the coils of wire, time-consuming operations performed by women, and in those days of full employment in Huddersfield's textile mills, there was a shortage of applicants for the job vacancies at Brook Motors. Two courses of action were taken to resolve the problem.

First was the opening of a winding factory in Barnsley, where female labour was plentiful.

Second was the imaginative idea of inviting previously employed winders, (many of whom were mothers with young children) to become 'home winders'. Each was provided with a portable winding bench, and the work-pieces delivered and collected weekly. The scheme was probably unique in the electric motor industry. It quickly became popular, and thousands of motors were wound in this way.

From about 1965 onwards, the situation was entirely changed by

the phased introduction of winding machines, which could perform in minutes, tasks which had previously taken hours. The number of motors wound by hand was reduced dramatically, and the Barnsley factory was eventually closed, many of the workers being transported daily to Huddersfield and the recently opened Honley works.

Brook Motors Ltd. ceased to be an independent company in 1970, as a result of an agreed take-over. It is unnecessary to recount the changes of ownership in which they and others have since been involved. Suffice it to say that their holding company is now Invensys, a British registered multi-billion international group manufacturing a diversity of products, but who now own not only Brook, but virtually all their former U.K. based manufacturing competitors. They produce electric motors at Huddersfield, Guiseley, Doncaster and Birmingham, plus overseas factories in France, Poland, Canada, India and China. These manufacturing sites form the basis of a global manufacturing strategy covering a diverse range of electric motors.

Thirty years ago, Brook Motors Ltd. employed almost 3000 people, of whom more than 2000 worked at the Huddersfield and Honley factories. Recently as a result of competitive pressures, their East European and far-Eastern manufacturing plants have expanded, whilst the Honley works has closed, and its production integrated into St Thomas' Road, with a total workforce now less than 1000. Nevertheless, considerable hi-tec investment has resulted in an output capacity of around 1200 motors per day, more than 50% of which are exported.

The registered name is still Brook Motors Ltd., but its products are now traded under the name Invensys Brook Crompton.

Ernest Brook died in 1956 and is buried in Edgerton cemetery, but the most fitting memorial to him and his two sons is the company which bears their family name, and which for nearly 100 years has contributed to the prosperity of Huddersfield, to the livelihood of so many of its citizens, and indeed to the economy of the nation.'

Until it was swallowed up by the post-war expansion of Brook Motors the land opposite Empress Works was occupied by a recreation ground, sports field and bowling green (see map p.81). During the inter-war years the recreation ground was the location of an annual Whitsuntide fair.

DEADWATERS (62)

Although the name does not appear on any map, the land on both sides of St.Thomas' Road has long been known as Deadwaters. The name has always aroused a great deal of curiosity and we have heard one or two ingenious suggestions as to its origin the most persistent of which is that in 1852 the dead of the Holmfirth Flood were deposited here by the swollen waters of the River Holme. However, as the confluence of the Holme with the Colne is two thirds of a mile away downstream and as the detailed records of the Flood make no reference to any bodies being recovered here this seems unlikely.

Our more mundane explanation is based on the ancient course of the River Colne and our evidence on the line of the old boundary dividing the parishes of Huddersfield and Almondbury. All the way down from Marsden the boundary followed the River Colne but nineteenth century maps show that here at Deadwaters it abruptly left the river, described a great loop to the south and rejoined the river 275 metres (300 yds.) downstream. Thus it seems that long ago, when the boundary was drawn, the River Colne meandered across the land now occupied by Nile Street, Graham Street, St.Thomas' Road and Hope Street (see map p.81). At some time in the past either through natural silting or, more likely, through human intervention the shallow meander was cut off and the course of the river realigned. It is conceivable that the name Deadwaters was applied to the old water course which, like the dead, had ceased to exist but more likely that the name was coined to describe the low lying land previously contained by the meander. This would undoubtedly be an area of stagnant boggy pools which, when compared to the lively sparkling waters of the River Colne flowing nearby, would indeed appear to be dead waters.

The first streets and buildings in the Deadwaters area were constructed by the Huddersfield Industrial Co-operative Society less than half a mile away from their headquarters in Buxton Road. The Society's minute book records, in July 1879, the purchase of land at Deadwaters from Mrs. Cotton. This is the land now bounded by Barge Street, Nile Street, Cable Street and St.Thomas's Road. Two years later, on 27th August 1881, the minutes record that new stables to accommodate the Society's twenty horses were

opened at Deadwaters with much rejoicing and tea at the Victoria Hall. The following year thirty two terrace houses, most of them back-to-back, were built on the site for letting or selling to members of the Society.

An adjoining parcel of land, between Graham and Barge Streets, was taken on lease by the Society in 1898. In that year a lard refinery, workshops, a boiler house with a 'long chimney' and ten dwelling houses were built on the leasehold followed, a year later, by a clothing factory and a wheelwright's shop. All the buildings in this co-operative expansion were designed by the Society's favoured architect, Joseph Berry. A three storey bakehouse, erected in 1900, was the Society's last major project at Deadwaters but over the years other smaller concerns were operated from here including a shoeing forge, a monumental masons' yard, a funeral home and a taxi service.

If the committed co-operators of a century ago, busy with their plans for expansion, ever spared a thought for the future it is unlikely that they would have envisaged the decline and eventual death of the dynamic movement in which they had such faith. Yet one by one the branches closed and now even the splendid headquarters building in Buxton Road stands empty and forlorn. Here at Deadwaters, apart from a row of terrace houses, all that is left of the Society's great undertakings is, fittingly perhaps, the Co-op funeral parlour.

KARRIER WORKS (63)

Another well remembered Huddersfield firm with premises at Deadwaters was Karrier Motors Ltd., (see map p.81). Karrier specialised in the design and construction of buses, lorries and road maintenance vehicles and one of their most constant customers was the local authority. In 1920, the Corporation, using Karrier buses, inaugurated shuttle services to outlying districts via the tramway system. For example, passengers leaving Huddersfield for Golcar would take the tram to Paddock Head and from there complete their journey on a connecting Karrier bus. The firm also supplied the Corporation Tramway Department with tower wagons for carrying out repairs to overhead wires and these became a familiar part of the Huddersfield tramway scene.

In the 1920s Karrier built a number of charabancs (from the French char-a-banc, carriages with benches) which were long open-topped vehicles with seats for up to thirty passengers. They were commonly hired out to local societies for outings to such distant destinations as the seaside, the Peak District and the Yorkshire Dales and a trip by charabanc, despite the discomforts of solid rubber tyres, inadequate suspension and, if they were unlucky, exposure to wind and rain must have been a great thrill to people unaccustomed to travelling any distance by road.

In October 1925 Karrier exhibited a new and impressive six wheel, single decker omnibus saloon at Olympia. Substantial orders for fleets of the new buses were secured from the Sudan Government, the Cape Tramway Company, and the Dublin Bus Company.

The following year, on 7th December, the Corporation Tramways Department exhibited their latest acquisition, a six wheel Karrier bus, in St.George's Square. Described in the press as '...a wonderfully sprung luxury vehicle with bucket seats, electric gadgets and a clock...' the new bus, which had pneumatic tyres, was put into service on the Bradford route on the following day.

A later Karrier invention was the fancifully named Ro-Railer, an open-back wagon designed to run on railway lines as well as on the roads. The vehicle was tested on the Midland Line between Newtown sidings and the main line junction at Red Doles and it was hoped that it would lead to the development of Ro-Railer buses and lorries. Inevitably, the new invention, like so many other outlandish inventions, came to nothing.

In 1934 Karrier Motors Ltd., was taken over by the Rootes Group and in the following year production ceased at Deadwaters. Later, the Highfield Gear and Engineering Company moved from Oxley's Stables at Highfields to the Karrier Works premises in Nile Street.

RIVER CONDITIONS (64)

At the end of St.Thomas' Road we are only 137 metres (150 yds) from the confluence of the Rivers Holme and Colne (see map p.81). Towards the end of the nineteenth century, as a result of nearly a hundred years of rapid population growth and industrial expansion, both rivers were heavily pol-

luted. During the 1880s the Medical Officer of Health, Dr. J. Cameron Spottiswood, became increasingly concerned about the condition of the rivers and the threat they posed to the health of the community and in November 1887 he delivered the following brief but graphic report to the Health Committee:

> 'The junction of two filthy streams the Holme and the Colne which unite and take the name of the latter at the foot of Primrose Hill come from two densely peopled valleys outside the Borough. They bring much sewage and manufacturing refuse from neighbouring townships as well as from portions of our own Borough to which our intercepting sewer has not yet been extended. During a large portion of 1887 the bed at their junction and thence down to the King's Mill damstakes was a smelly mess of festering filth.'

Although at the end of the nineteenth century vital and fortunate advances in methods of sewage disposal (see D.O.H.3.No.45) removed much of the 'festering filth', our rivers continued to be polluted by trade effluents and it was not until the second half of the last century that the problem was seriously addressed. Happily today, as a result of mandatory river improvements no noxious smells arise from the confluence and the water, whilst it would surprise and please the nineteenth century community, has a quality that would not be unfamiliar to our more distant forebears.

From the end of St.Thomas' Road turn right and continue along Lockwood Road to the traffic lights at Lockwood Bar. Just beyond the lights we include a short drive through Lockwood Park for an unparalleled view of the towering viaduct and to see the site of Huddersfield's best known brewery. Readers who do not wish to take the detour which involves a circular route back to the lights, should continue through the lights into Hanson Lane and pick up the commentary on p.92.

LOCKWOOD BREWERY (65) (O.D.)

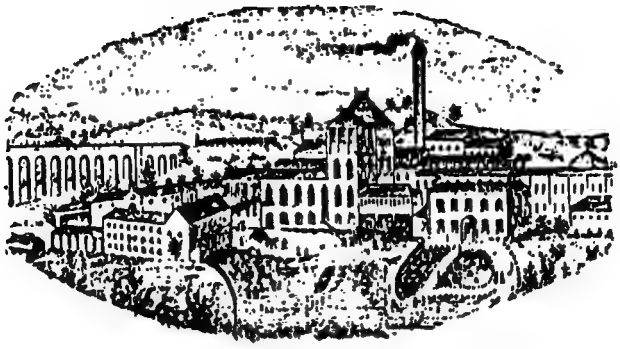
To take the detour drive past Hanson Lane, turn into the entrance marked Lockwood Park (a modern name) and follow the drive to the bottom of the slope.

There is little trace now of the brewery works that occupied this site but one or two ancillary buildings remain from those days including the fine terrace with a clock where once the firm's own fire engine was housed. Not too far away, a classical style house with a columned portico was the early home of the owners of the brewery. The 1879 date stone to be seen low down in the gable-end belies the age of the house which dates from earlier in the nineteenth century.

There is little doubt that when Timothy Bentley, a Halifax man, came to Lockwood in 1795 to establish a brewery, his choice of site was influenced by the existence of the Horse Bank Spring, an everlasting supply of water that gushed from a cavity in the rocky bank below the Meltham turnpike road. So important was the spring to production at the brewery that it was eventually adopted as the firm's trade mark (see right).

Bentley's policy of introducing progressive business methods, installing up-to-date plant and experimenting with new methods of fermentation ensured rapid success and he went on to establish breweries at Rotherham and at Woodlesford near Leeds. After Timothy Bentley's death in 1830 control of the latter passed to his sons Henry and Robert. Active management at Lockwood was eventually assumed by Bentley Shaw, son of Timothy's daughter Ann and her husband, William Shaw.

Bentley Shaw, one of Huddersfield's prominent and wealthy Victorians who owned lands at Lockwood, Armitage Bridge and Crosland, was a supporter of the Mechanics Institution Movement, a Justice of the Peace, an active member of St. Stephen's Church Lockwood and, as Deputy Grand Master of the Province of Yorkshire West Riding, an eminent Freemason. Under his management, Lockwood Brewery, by now called Bentley and Shaw, was modernised and expanded to cover more than twelve acres of land between Meltham Road and the River Holme.



LOCKWOOD BREWERY.

In 1870 Bentley Shaw found himself at the centre of a bitter local dispute concerning the firm's most valuable asset, the Horse Bank Spring. On 25th April of that year a public meeting of ratepayers was held at Lockwood Town Hall to hear a report of the findings of a committee, previously appointed by the Town Council, as to steps to be taken to preserve to the public the use of the water of the Horse Bank Spring. Seventy five years previously, when the brewery was built, the inhabitants of Lockwood were few, the quantity of water used in the brewery was small and there was an abundant supply for all. Consequently, the inhabitants had taken no steps to maintain or recover their rights. In the intervening years, however, the population had grown, Messrs Bentley and Shaw had extended their works and their increased consumption of spring water was leaving the inhabitants without supply for hours on end. Over the years, in fact, the spring had gradually been enclosed by the brewery and the inhabitants complained that the water was being intercepted, diverted and stored by means of tanks and cisterns. Thus, deprived of the rights to which they were legally entitled and which had been theirs since time immemorial, they had, they said, been compelled during recent dry seasons to shorten their hours of rest so that they might procure water for their families from distant springs.

The Committee maintained that the spring, which was reached by a public footpath and a flight of sixty steps, was marked as a trough on Ord-

nance maps thereby implying a public watering place and, as such, the inhabitants had the right of first take of the water. Bentley Shaw, on the other hand, steadfastly maintained that his firm had that right but he offered to build a storage tank so that the brewery could take the night water, which generally ran to waste, thus leaving the daily flow for public use. His offer was received with much scepticism by the meeting. Opinions were expressed that the object in putting down such a tank was to reap advantage for the firm enabling them to catch water not only during the night but also during the day and store it for their own use.

The Borough Surveyor, Mr. J.H. Abbey, told the meeting that he had advised Mr. Shaw to put down a tank which would contain as much water as would be required by the brewery whilst allowing the surplus to the inhabitants. Mr. Shaw had, in fact, been most solicitous and was prepared to act generously and he believed there would be no reason to complain of the firm's action in seeking to provide a sufficient supply for all.

The secretary of the committee, Mr. W.R. Croft, was unimpressed by Mr. Abbey's remarks and he received cheers and loud applause when he expressed the opinion that there was no other landlord in all England who was so cold and heartless as to appropriate the whole of the local water supply to make beer and leave the people without sufficient supply for domestic uses. He went on, 'If Mr. Bentley Shaw was a man of honour, if he had a spark of philanthropy in his soul, if he was desirous that his tenantry should be healthy, he would open his heart for once and let the inhabitants see that he was not that cold and unfeeling man his tenantry and Lockwood believed him to be at present.'

So the bitter debate went on with claims and counter claims being made, with bouquets and brickbats being thrown. There is little doubt that the two sides would have eventually faced each other in a court of law had there not been a general expectation that within a few years Lockwood would receive mains water. In the end, nothing was resolved, the meeting ending with the motion that 'This meeting leave the question as it is at present requesting the Town Council to watch the interests of the inhabitants of Lockwood at the Horse Bank Spring.' Four years later Lockwood did indeed receive mains water via the Snodley Tank.

Bentley Shaw died on 20th March 1878 aged sixty two. The brewery

remained a family concern until 1944 when it was taken over by Hammonds United Brewers. After several subsequent mergers and name changes (Charrington, Bass Charrington, Bass North) brewing ceased here in the mid 1960s and many of the old buildings were demolished in 1975.

In 1997, after a lengthy search for a suitable site for a playing field the Huddersfield Rugby Union Football Club (the Old Boys) moved here from their original home at Waterloo.

The once contentious Horse Bank Spring still flows. At the top corner of the small car park, at the side of the Brewery House, is the structure built by the brewery to enclose the spring. The water cannot be seen but if all is still then it can, just, be heard.

THE VIADUCT (66)

The Lockwood Viaduct, built thirty nine metres (129 ft.) high to carry the Penistone branch line across the valley of the River Holme is an impressive structure of thirty six arches stretching 1407 feet and containing some 1,000,000 cubic feet of masonry. It is worth mentioning the existence of a stone tablet at the Woodhead Road end of the viaduct that commemorates its completion in 1848 and perpetuates the names of the contractors, Miller Blackie and Shortridge and the engineer, John Hawkshaw.

Looking at the viaduct today, seeing it as an accustomed and intrinsic part of the environment, the achievement of its Victorian builders is still obvious. To the people who saw its construction and completion, people for whom the railway age was continually opening up new horizons, the viaduct must have seemed as marvellous an achievement as any that had gone before and it is worth quoting the words of one of them, George Searle Phillips:

> 'The Lockwood Viaduct is one of the most stupendous structures of ancient and modern times. It bridges the deep, yawning valley with its innumerable pillars and tiers of arches and connects on either side the old hills which have been sundered since the creation. As you look at it ... and see it stretch its enormous length of stone before you, the impression is almost irresistible that it is the work of demi-gods and giants.'

Today Phillips' enthusiasm for the great building projects of his time is of-

ten mocked as is his 'purple prose' but the man saw the viaduct built, his life was touched by it, his intellect thrilled by it and he was able to put into words the awe that must have been felt by many of his contempories.

The great height of the viaduct has, on occasions, challenged cricketers, some local some from afar, to prove their prowess by attempting to throw a cricket ball clear over the top. A few have succeeded! One story has it that during a match at the old Lockwood Cricket ground, in the shadow of the viaduct, a batsman hit a ball from the wicket with such force that it flew through the open window of a passenger train that happened to be crossing the viaduct at the time. The story is almost certainly apocryphal but allowing the remote possibility that it could be true and assuming the train continued its journey to Penistone uninterrupted then that ball should probably hold the record for travelling the farthest distance ever, after leaving the bat.

Follow the path past the function rooms and leave Lockwood Park by the marked exit turning left into the narrow road running alongside the River Holme. At the end, turn left into Bridge Street, at the traffic lights turn left again into Meltham Road and in 242 metres (265 yds) fork right into Hanson Lane.

In 256 metres (280 yds), near the top of the hill it is worth stopping, in all but the summer months, to look over the wall on the left hand side for another, different, view of the great viaduct, which 'connects on either side the old hills.'

At the top of Hanson Lane continue straight ahead into Beaumont Park Road and in 668 metres (730 yds) stop near the main entrance by the lodge.

BEAUMONT PARK (67)

During the last few decades of the nineteenth century a growing realisation, among those of liberal convictions, that the provision of accessible open spaces would be likely to increase the health and happiness of the working classes led to the development, all over the country, of public parks. Usually established within walking distance of or a short tram ride from the centres of urban population, parks, with their trees, shrubs and flower beds, their promenades, arbours and lakes, offered their enthusiastic visitors free

acquaintance with nature, albeit of a controlled and managed variety.

The idea of a public park in the Huddersfield area surfaced as early as 1866 when John Ashton at a meeting of the Lockwood Local Board suggested the idea of renting about eighteen acres of the Dungeon Wood Estate. He said that no attempt should be made to lay out the ground but the Board could provide seats here and there and grant the public the right of free access. The majority of Board members, however, were not convinced that it was necessary to provide a park for the people and the scheme was abandoned. A few years later, an unofficial attempt by Alfred Crowther J.P. of Lockwood to purchase Dungeon Wood for use as a park was also unsuccessful.

In May 1879 Mr. Henry Frederick Beaumont of Whitley Beaumont who owned a large estate in the Crosland area offered the Corporation the gift of some thirty acres of land at Crosland Moor for use as a public park and recreation ground. The offer was gratefully received but when a deputation from the Council visited the site they decided that the land was scarcely suitable for the people as it was almost inaccessible by road and rail and to convert it into a park would undoubtedly be a very costly affair. (The land in question is now partly occupied by the Crosland Moor Airfield.) When the difficulties were pointed out to Mr. Beaumont he eventually agreed to the Council's request for a more favourable site at Dungeon Wood but because the land there was much more valuable than that originally suggested the offer was reduced to about twenty acres. In November 1879 a Deed of Conveyance was signed. The newly formed Park Committee resolved to name their new acquisition Beaumont Park, a name they hoped would be perpetuated through all coming time.

The ceremony of cutting the first sod was carried out on 29th May 1870 by Mrs. H.F. Beaumont in the presence of the Mayor, the corporation and a vast crowd of enthusiastic spectators. With a silver spade Mrs. Beaumont lifted the first sod and placed it on the Deed of Conveyance held by her husband. To loud cheers, Mr. Beaumont said, 'Mr. Mayor, by this deed I grant and with this sod in the name of the whole, I deliver possession to you, as representative of the town, of the lands described in the deed for the purposes of a public park for the inhabitants of Huddersfield for ever.' Addressing the crowd Mr. Beaumont said that he believed parks tended to

elevate the minds of the people because everything that was beautiful had an elevating tendency and he went on to contrast the squalid, pallid unhealthy looks of town dwellers with the hale, ruddy and robust appearance of country folk. In his reply, the Mayor, Ald. A. Walker, expressed the hope that poor men after their day's work would come into the park and find their lungs refreshed by inhaling the pure air all around. He believed there could not be too many parks although this might not be palatable if the cost of them had to come out of the rates but it would be well if gentlemen living in other parts of the town would emulate Mr. Beaumont's great kindness and generosity. After further lengthy and effusive speeches the ceremony ended with the crowd singing 'Auld Lang Syne.'

The land provided at Dungeon Wood covered just over twenty acres of rocky and precipitous ground overlooking the Holme Valley. In its virgin state the hillside was very rough and covered with spruce and stunted oak trees. Underlying the shallow soil was grey sandstone and the excavations that were necessary in some parts of the new park afforded the opportunity of winning a vast quantity of stone, which was used for the construction of paths, steps, rockeries, balustrades and bridges. Because of the quantity of available stone very little had to be bought and the money thus saved was a source of economic satisfaction to members of the Park Committee.

The park was designed by Mr. R.S. Dugdale C.E., Borough Engineer and Surveyor, and laid out under his direction. Whilst providing two miles of paths and levelling the ground in many places Mr. Dugdale skilfully retained much of the natural beauty of the site. The addition of such features as a small lake, a pond, a waterfall, one or two rustic shelters and a 'castle' (refreshment room) did little to detract from the artfully contrived pastoral scene.

In 1872, as the engineering projects were nearing completion, work began on laying out and stocking the gardens. Shrubberies were planted with rhododendron, acubas and golden elder; rockeries formed on many levels had several varieties of ferns and heathers; trees including laburnum, sycamore, ash and purple and copper beech were established among the existing oaks and spruce and, as a final touch, wherever practicable, stone vases were erected and filled with brilliant displays of flowering plants. All the landscaping was designed and carried out by Mr. George Renshaw of

Linthwaite under orders from Mr. Dugdale.

On Wednesday 10th October 1883, Mr. Beaumont accompanied by Mr. Reuben Hirst, Chairman, and other members of the Park Committee paid their last visit of inspection prior to the opening of the park and expressed their satisfaction. All was now ready for the Grand Opening Day.

When the question of who should perform the opening ceremony came before the Committee earlier in the year it was soon realised that there was an obvious choice. The park was expected to be nearing completion in October and in that month the town was expecting its first ever royal visitors. His Royal Highness Prince Leopold, Duke of Albany, youngest son of Queen Victoria, and Her Royal Highness Princess Helene of Waldeck Pyrmont, Duchess of Albany, had agreed to come to Huddersfield to inspect the Fine Arts and Industrial Exhibition at the Technical School. Who better than a royal prince to open Huddersfield's first park? Steps were taken to obtain the prince's consent and much gratification was expressed when he agreed to perform the interesting ceremony.

On hearing the happy news the Town Council decided almost unanimously to 'give their Royal Highnesses a loyal welcome to this seat of woollen manufacturers' by determining that the sum of no less than one thousand pounds be placed at the disposal of the Mayor, Alderman John Fligg Brigg, for the purpose of decorating the town and entertaining the distinguished visitors. In true Victorian fashion there were to be processions, parades, presentations, bunting, banners and banquets and, of course, speeches, on a scale unprecedented even for those times. Royalty was coming to town and the people's loyalty to the crown and their pride in the town and the new park were to be clearly demonstrated to the Duke and Duchess.

On Saturday 13th October 1883 Huddersfield was en fête. All along the processional route Venetian masts, covered with scarlet cloth and displaying shields and flags, were connected one to the other with brightly coloured bunting. Public and private buildings draped in blue and gold cloth displayed trophies of flags, shields and the Royal Arms. All over the town there were archways, medallions and cartouches, stars, shields, festoons, streamers, flags, canopies, crowns and bunting, many of them illuminated by gas jets. The principal item in the display was a triumphal arch

in Buxton Road, erected in the style of a Norman Castle with a tower on one side, a keep on the other and battlements connecting the two where trumpeters were to stand to herald the approach of the royal party. Intertwined ivy and evergreens decorated the arch which displayed the Royal Standard, the Union Flag, flags of other nations, the arms of the Duke and Duchess, Sir J.W. Ramsden and Mr. H.F. Beaumont and emblems representing the first three degrees of Freemasonry (the Duke was Provincial Grand Master of Oxfordshire). Bunting and streamers stretched from both tower and keep to the buildings on each side of the road and across the battlements was the motto 'God Bless the Royal Pair'. The arch was illuminated by gas lamps and it attracted much admiration from the thousands of people who flocked into the town during the evening of the great day.

On that sunny Saturday morning the Duke and Duchess of Albany arrived by train at the lavishly decorated station and were received by the Mayor and Mayoress and Mr. & Mrs. Beaumont. After refreshments and an address of welcome read by the Town Clerk the royal couple joined a procession to the Technical School where they toured the exhibition. Afterwards, more than one hundred and fifty guests joined the Duke and Duchess for luncheon at the Town Hall. The balcony and the gallery were occupied by spectators, who were admitted by ticket, to watch the great and the good tackle the lavish menu (see facing page). The scene was described in the council minutes as 'exceedingly brilliant' but, the note goes on, 'the persistent way in which some of the people in the balcony used opera glasses was very disagreeable.' After the loyal toast and a short speech by the Mayor the royal party prepared to join the procession, the leaders of which had already passed the Town Hall and were on their way to Beaumont Park.

Headed by four mounted police officers and accompanied by the Holme, Moldgreen, Honley, Linthwaite and Catholic Brass Bands the first part of the procession consisted of representatives of local Friendly Societies: Oddfellows, Foresters, Buffaloes, Rechabites, Druids, Free Gardeners, Sons of Temperance, Good Templars and the Band of Hope. All wore regalia and each society was headed by a wagon bearing the appropriate banner. They were followed by trade exhibits provided by the machine, stone, rug, blacksmith, butcher, draper, brewer, mineral water, boot, boiler maker, cotton, woollen, tea, sadler, bread, fish, piano and joinery trades. All the

SOUP

Clear Turtle

JOINTS, POULTRY, GAME, ETC.

Boar's Head à la Grand Monarque.
Collar of Beef.
Galantine of Turkey with truffles.
York Hams.
Galantine of Veal.
Cutlets à la Moscovette.
Fowls à la Bechamel.
Roast Fowls with Cresses.
Strasburg Game Patè.
Cold Quails.
Pheasants Partridges.
Salmon à la Cardinale.
Fillets of Sole à la Hollandaise.
Lobster Salad.
Italian Salad.
Galantine de Coupier.

SWEETMEATS

Ice à la Macedonian.
Ice au Maraschino.
Ice Noyau.
Chartreuse of Strawberries.
Swiss Chocolate Cream.
Meringue (tartlet) à la Swiss.
Victoria Charlotte.
Chantilly Cake.
Polish Bun.
Almond cakes and cream.

exhibits were mounted on wagons, carts or drays and some were shown in practical operation. Already the procession was a lengthy affair.

The trade exhibits were followed by carriages carrying officials of the Corporation and members of the Town Council. At this point, the Duke and Duchess entered their carriage from the Town Hall steps accompanied by the Mayor and Mayoress and escorted by a detachment of Yeoman Cavalry. Then came representatives of the law, education, religion, medicine and the guardians of the poor and a long string of private carriages. The Huddersfield and Holmfirth Fire Brigade Friendly Societies brought up the rear with their president, Mr. E.H. Carlile, on horseback, to maintain order!

As the royal carriage approached Buxton Road the trumpeters stationed on the triumphal arch sounded a fanfare and the thousands of spectators thronging pavements, windows, walls and even roof tops let out an enormous cheer, waved handkerchiefs and flags and threw hats into the air. All the way to Beaumont Park the route was lavishly decorated; even the Model Lodging House in Chapel Hill, more familiar with exhaustion than exuberance, was festooned with banners, streamers and drapery. Seldom, it was said, had that building been so gay and never had it entertained so distinguished a company as gathered there on that Saturday afternoon.

The procession was a mile and half long and as the park is a mile and half away from the town, all things being equal, the vanguard should have arrived at the park gates as Mr. Carlile passed the Town Hall. This did not happen for in Lockwood Road the lumbering drays and wagons carrying the trades exhibits were overtaken and, on turning up the hill beyond Lockwood Bar, the second part of the procession went on at a good round trot leaving even the brass bands behind. The confusion must have been disconcerting and, to the officials, organisers and trade representatives a touch humiliating. To everyone else it was probably hilarious.

At half past three, half an hour late, the Duke and Duchess arrived at the park. With a solid gold key studded with precious gems (ten diamonds, three rubies, two emeralds, thirty pearls and thirty turquoises) the Duke performed the ceremony of opening the park gates. Amidst cheering crowds the official party made their way along the main promenade to a specially erected pavilion near the lake. Considerable commotion and confusion ensued when the crowd rushed up to occupy ground in front of the dais that

had been reserved for the four thousand members of the procession. The Chief Constable called in his policemen to drive them back but his orders were soon rescinded and the crowd returned. Perhaps the trade societies were still making their way to the park.

At four o'clock the official party mounted the dais and the Mayor introduced His Royal Highness to the crowd. After a lengthy speech during which he reminded the people how lucky they were in their generous benefactor, the Duke declared the park open. More speeches followed given by the Mayor, Mr. Beaumont, Mr. Reuben Hirst and Alderman Walker, the latter saying he felt sure that one day Mr. Beaumont would offer land for a park at Dalton. (He was wrong.)

The last part of the ceremony involved the Duchess who, with a solid silver spade, presented to her by the Mayor, planted a commemorative sycamore tree.

Thus the first public park in Huddersfield was opened. When the larger Greenhead Park (also designed by Mr. Dugdale) was officially opened eleven months later the celebrations were on a markedly quieter scale.

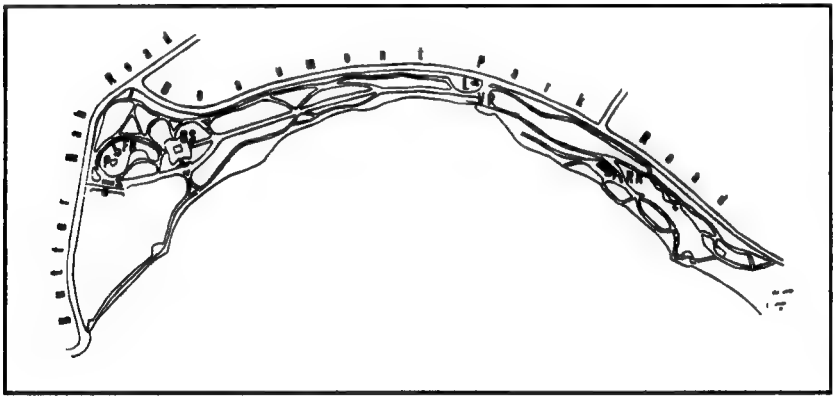
For several decades Beaumont Park was a place of popular resort for local people. A park superintendent, a park keeper and no fewer than fourteen full time gardeners worked to maintain the park and ensure it was treated with respect. Sadly, in more recent years a decline in the popularity of parks has been accompanied here by a decline in official interest, upkeep and maintenance. By the 1980s, castle, shelter, bandstand and lake had gone the walkways and steps had fallen into disrepair, flower beds were over-grown and, inevitably, litter disfigured the scene. Then, in September 1998, a Friends of Beaumont Park group was set up to lobby Kirklees Council about the neglect and since then things have improved. Today, although there is only one full time gardener, Mr. Andrew Morris, the park is blooming again. A walk along some of its two miles of paths will reveal the Victorian layout of promenades, terraces and rockeries; trees and shrubs planted long ago still thrive among the native spruce and oak and, of course, the magnificent views endure.

A WALK THROUGH BEAUMONT PARK (68) (O.W.)

Here, near the end of the tour we suggest an interesting circular route

through the park which has something to offer in all seasons: blossom, new leaves and birdsong in spring, flowers, shady trees and the chance of a picnic in summer, in autumn – colour, and panoramic views on clear, crisp winter days after the leaves have fallen. Our route covers about a mile and involves several flights of steps. Anyone who has difficulty with steps could take a shorter stroll along the main promenade to the Butternab end of the park and return on one of the higher paths. We include a small plan (below) to help locate some of the features.

Beaumont Park Road owes its existence to the park. Built to provide convenient access – and an excellent promenade drive for those who visited the park in carriages – it was constructed by men of the waterworks department whose work at the Wessenden Head reservoir had ended in 1881.



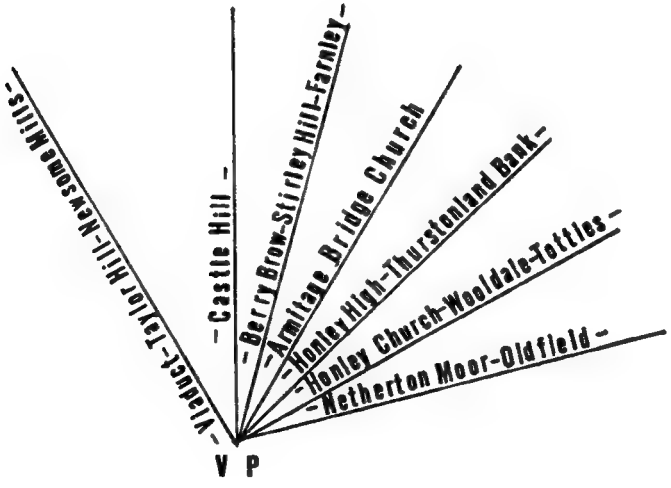
Before entering the park notice the handsome Victorian railings on the left hand side of the entrance and the lack of them on the right. Originally, railings extended along the whole length of Beaumont Park Road but a national call for metal during the Second World War (to make Spitfires we were told) resulted in the willing sacrifice, along with domestic pots and pans, of railings everywhere. The surviving railings at Beaumont Park must, we feel, have been spared because the land drops away behind them. It is likely that the park gates, opened with so much ceremony by the Duke of

Albany, went at the same time and for the same reason.

The pretty cottage or lodge (L on the plan) by the entrance, the only structure in the park not built of the underlying stone, was also constructed by the waterworks department. Now in private hands it was originally occupied by the head gardener, Andrew Paterson, and later by successive park superintendents.

From the entrance walk past the lodge to a viewing point (V.P.) straight ahead.

From here there is a splendid view over the Holme Valley and we include a diagram to help locate places far and near. We must point out that only the roof of Honley High School and only the finials of Honley Church are visible through the trees. The land below Stirley Hill (the row of white cottages to the right of Castle Hill) was once part of a Norman hunting park established by the de Lacy family when they occupied the long gone castle on Castle Hill. The sports ground in the bottom of the valley, near Armitage Bridge Church, belongs to the police. Below the viewing point it is possible, in winter, to see the roof and chimneys of Woodfield House, once the home of Bentley Shaw and his family.



From the viewing point descend the steps to the left.

At the bottom of the steps notice a paved area. When the park was established the Huddersfield Naturalists Society asked for and were granted a part of the grounds for a botanical garden and it was here they built their greenhouses. They were removed circa 1980 after nearly a century on this site.

From the bottom of the steps follow the path downhill between a massive rockery on the left and a steep drop on the right.

The rockeries were formed from the sedimentary rock quarried when the park was laid out. Before the path starts to rise notice a cleared area below on the right. This was the site of the refreshment rooms (RR) where visitors could enjoy ham and eggs, a favourite repast. In the days before dinner replaced high tea there were ham and egg tea-rooms all over the West Riding.

Follow the path uphill and continue straight ahead at the fork.

Here and there, natural rock faces, exposed during the construction of the park can be spotted high up on the left. Further on, approaching the bridge, the path runs through a deep cutting made in the natural rock.

Continue under the bridge, follow the path to the right, climb six steps on the right, turn right to walk over the bridge and continue along the path.

After a few metres notice the arched recesses in the wall on the right built to retain the weight of Beaumont Park Road. When the wall was built it was noted that the arches would add considerably to the cost of the park and it was hoped they would not detract from the general effect. The red brick wall is later, built during the Second World War as a blast wall to protect visitors to the park in the event of them having to take shelter in the recesses during a daylight raid.

Climb twenty three steps and follow the path, passing the lodge on the right to reach the main promenade. Follow this away from the lodge.

In the massive rockery on the right, where ferns and heathers still flourish, look out for the lion. Soon the promenade crosses a natural ravine by a bridge constructed from rock quarried in the park. Originally, to give a rustic look, the bridge was veneered with the ancient roots of trees, felled

long before work began on the park, found during quarrying. On the right hand side of the bridge notice a pretty little ornamental pond constructed at the head of the ravine. Here a fountain once played and, before the water level was lowered, a small waterfall cascaded down the face of the rocks. This water feature (as it would inevitably be called today) was much admired by the Duchess of Albany on the opening day. Just past the pond, on the right hand side of the path, notice two magnificent trees, a horse-chestnut and an oak. They were brought here as saplings from the battlefield of Verdun in France and planted on the 7th November 1921, the chestnut by the then Mayor, Ald. W. Dawson, the oak by Mrs. Dawson. Two other trees from the same source were planted on the same day and may well be the ones growing alongside the two already mentioned. The battle which started on the 21st February 1916 with an attack by the German 5th Army on the fortified town of Verdun lasted for ten months. French casualties were estimated at 540,000, German at 430,000. Verdun did not fall. Today, although here and there in the French countryside some fortifications remain and vast military cemeteries and a huge ossuary bear witness to the slaughter, Verdun is a town dedicated to peace and the battlefields of 1916 are covered with trees of an age similar to their relatives here in the park.

Just after the trees, ignore the steps ahead and follow the path round to the left to the Butternab end of the park.

Near the Butternab Road entrance there was once a pavilion or shelter (S) overlooking the children's playground and with a splendid view of the nearer hills. Now seats occupy the site and enjoy the same view. Behind the shelter was the large pond (P) or small lake. The area is now grassed over but the position of the pond's two small islands is obvious.

From the end of the promenade fork right onto the uphill path above the rocky embankment.

After a few metres notice that the glazed terracotta gutters at the sides of the path turn towards a short stretch of wall. This was once the entrance to a segmental arched bridge (F.B.) which led to the rocky island in the middle of the lake. Here, surrounded by water, people could take their ease on seats shaded by fir trees. After the bridge was demolished the wall was built to block off the entrance.

At the next fork take the path to the right and pause at the steps on the left.

Here, glance to the right to see the original extent of the lake which is delineated by large edging stones fastened together with metal clamps. Near to the edge of the defunct lake, a mature sycamore tree in a circular walled bed is the very tree planted by the Duchess of Albany on 13th October 1883. Descend the eight steps to enter an area that once, on sunny summer evenings, echoed to the strains of Viennese waltzes, Sousa marches and, undoubtedly, the music of Arthur Sullivan. Built on the still existing stone base the bandstand (BS) was a framework of painted pitch pine the upper portions of which were filled in with coloured leaded lights. On the apex of the green slate roof was a finial indicating the cardinal points of the compass.

Turn left round the bandstand, take the first flight of eight steps and follow the path round to the right towards a long row of arched recesses.

In the tenth recess are the remains of an artificial grotto which, at the time of its construction, was much admired for its ingenuity. Made of foundry clinkers set in concrete and painted with what was described as cement slob the grotto contained a dual drinking fountain. It is difficult now to see how this worked but, here and there, are remains of water pipes that emptied into small basins. The overflow from the fountain found its way down to the ornamental pond.

Continue along the high level path towards the lodge.

Before the end of the walk we should mention the existence, somewhere in the park, of two stone heads, one male and one female, both with long, narrow angular and severe features. The heads, both badly weathered, are believed to be busts of Mr. & Mrs. H.F. Beaumont set up in the park when it was opened. This may well be so but from the amount of weathering and the less than flattering style we wonder if they could be carvings of an earlier date brought to the park from Whitley Beaumont as representations of Mr. & Mrs. Beaumont. Because the busts are difficult of access we include a drawing of the female version (see facing page).

The walk ends at the lodge, where we started.

At the end of the walk we hope we have shown that Beaumont Park is emerging from years of a 'don't care' attitude on the part of those who have our heritage in their charge. There are plans afoot to restore water to the fountain in the ornamental pond and to rebuild the band stand. Through the enthusiasm of its Friends and the careful work of Andrew Morris a renaissance is beginning which, if we are very lucky, could stimulate the rebirth of other, similarly neglected, public parks in the Huddersfield area.

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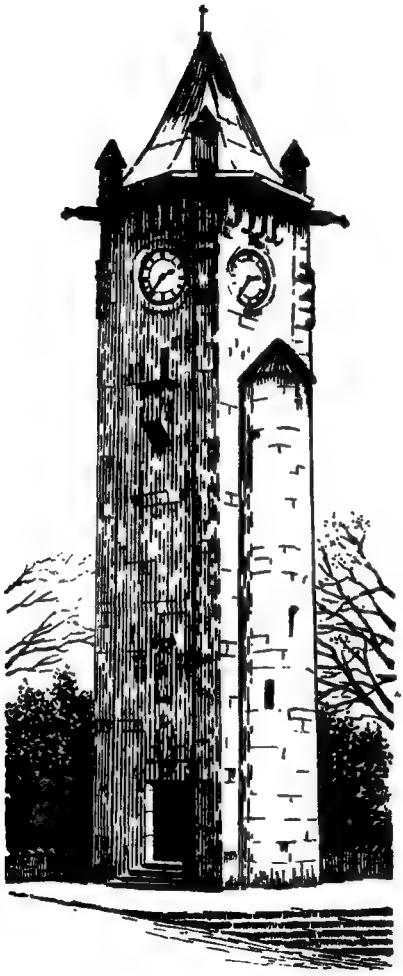
HUDDERSFIELD ESTATE MAPS 1716, 1778, 1797, 1825

ORDNANCE SURVEY MAPS FROM 1854



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DISCOVERING

OLD HUDDERSFIELD

PART FIVE

Gordon and Enid Minter

Front cover :- Town Hall, Princess Street c.1900

Back cover :- Town Hall, Ramsden Street

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DISCOVERING OLD HUDDERSFIELD

PART FIVE

By

Gordon and Enid Minter

Illustrations by

J.R. Beswick

2002

With love, we dedicate this book
to the memory of
Jean Haigh Minter 1930 - 1975
and
Kenneth Hughes 1931 1975

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'Huddersfield owes its prosperity to three great industries: textiles, engineering and chemical. They came in that order and the evidence of their existence is prominent in every Huddersfield landscape. Nevertheless there is hardly a street or road in the entire town from which green fields are not visible.'

William B. Stocks 1958

INTRODUCTION AND ACKNOWLEDGEMENTS

This is probably the last book in our Discovering Old Huddersfield series and it differs from the others in that there is no lengthy car tour to follow. By relaxing our tried and tested format we have been able to explore places that, for one reason or another, would not fit into a tour. But the purpose behind this book is just the same as the others: to persuade you, the reader, to go out and see for yourself how the actions, concerns, convictions, needs and even conceits of our forebears - and for that matter of our contemporaries - have shaped the rural and urban landscape.

The first part of the book explores four streets in the town centre: Cloth Hall Street, Cross Church Street, King Street and New Street. When we began, massive changes were afoot in King Street and restoration work had just begun on three of the street's old yards. Our interest in these yards led us to explore others and in recording their history as well as the history of the four streets with their houses, shops, stables, tramways, workshops, manufacturies, pubs, hotels, banks and hundreds of offices we hope we have been able to make clear what a lively and prosperous place the town centre was in the nineteenth and early twentieth centuries. We should add that, in places, we identify the sites and recount the history of buildings long gone; lack of substance has never stopped us telling an interesting story.

In the first section we also describe, at some length, the intrigue, indignation, determination and bitterness behind the building of the Town Hall. It is a fascinating tale of passionate verbal battles fought in the council chambers and one, we believe, that has not previously been told in full.

The second part of the book takes us out of town to explore places that played a part in the lives of some of the district's past inhabitants: a Civil War hero (or villain if your sympathies lie with Parliament), a dying boy, an outlaw, a riotous mob, groups of disaffected workers and a man who took on the mighty Sir John William Ramsden in the highest courts in the land. Finally, so as not to break away completely from the format of our earlier books, we include a short car tour and an even shorter walk. Directions for both are given in italics in the text. As before, where we come across places we have previously described we refer you to the appropriate books. Thus

D.O.H.3 No.63 refers to Discovering Old Huddersfield part three number 63. (D.O.L. refers to Discovering Old Lepton).

Few books can be produced without the help of others and we extend our thanks to Richard Van Reil, curator, and Pam Robins of the excellent Pontefract Museum for their kind and courteous reception and the readiness with which they answered our questions and searched out the appropriate books and documents. For similar reasons, thanks are due to E.A.H. Haigh of the University of Huddersfield Library and to the staff of the local studies department at Huddersfield Central Library.

We thank Lewis Moorhouse who many years ago, whilst a member of our U.3.A. class, teased out the history of the chimney in the Beast Market. That we have used only a very small part of his work should not detract from his meticulous research. Thankyou also to James T. Broadbent, Chairman of Dunsley Heating, Holmfirth, for his boyhood memories of Carr Pitt.

For their expert help in the technicalities of producing this and our other books we once again extend our thanks to Mike, Cynthia and Richard Beaumont and Susan Cottril at Barden Print and Alison Hughes who has the thankless task of deciphering our script and reproducing it on her magical word-processor. Thanks also to Richard Beswick for his fraternal co-operation, his patience and his pictures.

Finally, we thank all those who have bought - and read - our books and for all the kind comments that have come back to us. We hope we have persuaded you that the best way to see into the past is to go out and look for it and then to ask, of a busy street, a country lane, an old house, a bridge, a factory, a yard, a wood, a railway or even a few old stones or a patch of nettles, questions that begin with the words why, when, where, what and who. The answers, when found, are always interesting.

PART ONE — IN TOWN

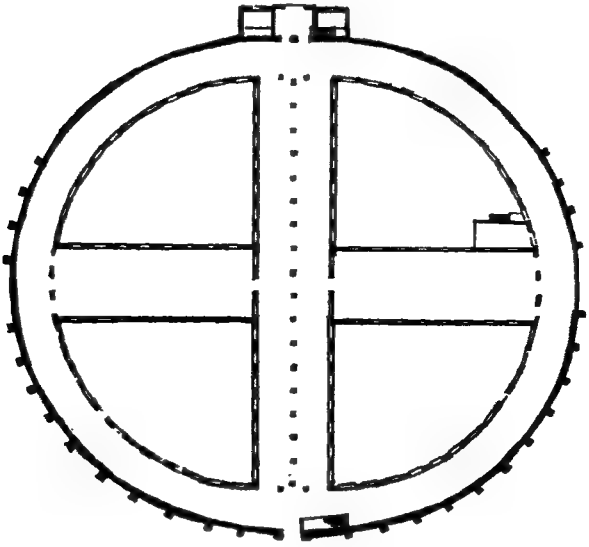
THE CLOTH HALL

We begin our short walking tour of the town centre at the site of the Cloth Hall which stood in Market Street opposite the entrance to Cloth Hall Street. The Cloth Hall undoubtedly contributed to Huddersfield's growth from a small obscure market town to a prosperous and flourishing industrial centre, important enough to be created a Borough by the Reform Act of 1832.

Constructed by Sir John Ramsden on agricultural land near the top of the town, the Cloth Hall was built to provide covered accommodation for clothiers from near and far who had previously displayed their cloth for sale on the walls of the Parish Church graveyard. Built, unusually for these parts and those times, of red brick the Cloth Hall was opened as a single storey building in 1768 and enlarged by the addition of a second storey in 1780. The Cloth Hall is described in White's Directory of the West Riding, 1837 as follows:

> 'The building which is two stories high forms a circle of 880 yards with a diametrical range, one story high, which divides the interior part into two semi-circles. The light is wholly admitted from within there being no windows on the outside by which construction security is afforded against fire and depredation. The hall is subdivided into streets and the stalls are generally filled with cloths lying close together on edge with the bosom up for inspection. Here, in brisk times, an immense quantity of business is done in a few hours. The doors are opened early in the morning of market day, which is Tuesday, and closed at half past noon. They are again opened at three in the afternoon for the removal of cloth etc. Above the door is a handsome cupola in which a clock and bell tower are placed for regulating the commencing and terminating the business of the day. The hall is attended by about 600 manufacturers and many others have ware-rooms in various parts of the town.
>
> 'The manufactures of Huddersfield are principally woollens consisting of broad and narrow cloths, serges, kerseymeres, cords etc. and fancy goods in an endless variety embracing shawls, waistcoating etc. of the most elegant patterns and finest fabrics.'

As early as the 1830s some manufacturers, particularly those engaged in the fancy trade where secrecy of design was essential, were choosing to show their cloth in small private warehouses situated in the streets and yards near to the Cloth Hall. Despite this increasing trend away from the hall the number of domestic clothiers displaying their plain cloths there ensured it held its own until the 1860s and indeed in 1864 the building was again enlarged by the addition of north and south transepts within the courtyard.



Plan of Cloth Hall after 1864

But during that decade changes in production, method and organisation accelerated to such an extent that, only a few years after it was enlarged, the Cloth Hall was seriously under used. In the face of the proliferation of the power loom the domestic clothier with his hand loom could no longer hold his own. Increasing numbers of woollen manufacturers and merchants were choosing to conduct their business at the source of production - many splendid mill offices made their appearance at this time. Others, who wanted a town

address, found it advantageous to follow the example of the fancy trade and conduct business from private warehouses near to but not part of the Cloth Hall.

By 1870, the Cloth Hall had lost its purpose and in 1876, when demand for a covered market was at it height, it was possible to alter the ground floor for use as a general market, a purpose it served for four years until the new market hall opened in King Street. A contemporary description of this short-lived market says '...within had been erected 50 neat looking shops, 48 round the egg-shaped interior contour and 4 in the central avenue. The area was divided into one principal nave with north and south transepts and here there were open stalls for shoe makers, fent dealers and others whilst the four quadrants were devoted to earthenware dealers, oyster stalls, cheap-Jacks and others.' Cheap-Jacks were traders who began their sales pitch by offering an article for, say, five shillings and ended by 'letting it go' for five pence. They are with us still!

In 1881, after the market had moved on, the ground floor of the Cloth Hall became an Exchange and News Room but by the 1920s there was a growing feeling that such a prime site should no longer be encumbered with what was regarded as an architectually undistinguished, out of date building. The suggestion that the site would be ideal for a new, much needed public library met with great approval and when, in June 1929, the future of the Cloth Hall came before the Council only a small minority of Councillors voted against demolition. By the end of 1930 the site was clear but the hoped-for library was not forthcoming as, by then, it was felt that the financial climate precluded such public expense as would be necessary. Meanwhile, to appease the few but vocal citizens who bemoaned the passing of the historic building, parts of it were re-erected to form a shelter and gateway in Ravensknowle Park (see D.O.H.3 No.62).

In 1935, after secret negotiations, the site was leased to Union Cinemas Ltd. and in 1936 the Ritz (later the A.B.C.) Cinema opened its doors to the public. The Ritz lasted until 1985 when it was replaced by the present buildings. Obviously planners in the 1980s were even less concerned with architectural merit than their predecessors.

HUDDERSFIELD'S YARDS

As late as the middle of the last century Huddersfield had upwards of eighty yards, but today the number that survive is far exceeded by the number that have disappeared. The earliest were the inn yards where there was often a mixture of stabling, hay lofts, cart stores, warehouses, small businesses and, occasionally, residential property. Perhaps the best known of these in their time were the Swan Yard in Kirkgate, now gone, and the Pack Horse Yard, now changed out of all recognition.

Around the turn of the 19th century, a time when rapidly expanding industry led to a demand for cheap housing near to the mills and factories within the town, a new type of yard developed, often round the edges of small compact land holdings. Such residential yards had a single entrance, a communal water supply and an inadequate number of privies, sited within the central courtyard, to be shared by all the inhabitants. Almost all the residential yards were situated near the top or the bottom of the town and most have now disappeared.

Parallel with the development of residential yards were yards developed for trading purposes. We have already mentioned the break-away from the Cloth Hall by fancy manufacturers who preferred to display their goods in the privacy of their own premises. To this end they hired display rooms in warehouses built, like the houses in residential yards, around a central courtyard. Most of the business yards were located in the then recently developed streets near to the Cloth Hall: Market Street, Cloth Hall Street and New Street.

Of the yards that survive some have had their innards torn out, others are dirty, dilapidated and dingy but here and there it is possible to find yards where, whatever their present condition, the building design has survived, virtually unchanged, over the years. One such is the yard to be found at the end of a passage running from the north side of Cloth Hall Street under the sign 'Cloth Hall Chambers'.

LANCASTER'S YARD

Walk along the passage to look at the interior of the yard where small upper floor rooms are approached by exterior stone steps and iron balconies. A century and half ago the rooms here were occupied exclusively by fancy manufacturers. The fancy trade occupied a definite geographical area to the south and south east of Huddersfield in Lepton, Kirkheaton, Kirkburton,

Dalton and Almondbury. In Williams' Directory of Huddersfield, dated 1845, twenty-two manufacturers had addresses in Tinners' Yard, Cloth Hall Street, of whom nine came from the Lepton area, five from Kirkheaton and four from Kirkburton. All were described as manufacturers of fancy waistcoating. The others who were from nearer the town, were fancy woollen manufacturers.

The yard is not named on the 1851 O.S. map but, as the map shows no other unnamed yard in Cloth Hall Street, we may safely assume that this was Tinners' Yard. The name was not to last. By 1853 it had changed to Lancaster's Yard, presumably because of its proximity to Lancaster's Buildings to which there is a reference in White's Directory as early as 1837.

Over the years, the number of textile firms occupying rooms in Lancaster's Yard decreased. In 1868, for example, there were thirteen fancy manufacturers there but a dozen years later, only three. The fancy trade had moved on, perhaps to more spacious premises, and by 1890 the yard was occupied by a diversity of tradesmen: an oil merchant, an auctioneer, a chemist, a tea merchant, a cigar merchant, an engraver and a working jeweller.

Around 1918, Cloth Hall Chambers were constructed, possibly on the site of Lancaster's Buildings. One of the tenants in the new building was Guy Laycock, plumber and electrician, and for a few years thereafter the yard was called Laycock's Yard. In 1924 there were only four businesses in Laycock's Yard. After that year, although Cloth Hall Chambers continued in vigorous existence, there is no further reference to Laycock's Yard. This could be because the yard ceased to be occupied or, possibly, it had come to be regarded as an integral part of Cloth Hall Chambers. Certainly the address of the few businesses trading in the yard today is Cloth Hall Chambers.

It is to be hoped that continuing occupation will help preserve this old yard which, more than most, retains its original lay-out - a building design that must date back to the very early days of the fancy trade.

KING'S HEAD YARD

Another centre of the fancy trade was to be found in the yard immediately behind the King's Head public house in Cloth Hall Street, opposite Lancaster's Yard. Here, two storey warehouses on both sides of the yard were, like those in Lancaster's Yard, let off in single rooms with exterior steps and iron balconies providing access to the upper level. At the end of this closely confined yard an arched passage led to a more extensive part of the yard

with exits to Market Street and Hanson's Yard (now Imperial Arcade). In 1853 no fewer than fifty fancy manufacturers, from Lepton, Kirkburton, Kirkheaton and Almondbury, had addresses in King's Head Yard together with eleven woollen merchants and eight woollen manufacturers.

By 1900 the public house had closed but the building survived as a woollen warehouse until it was demolished, along with part of the yard, in the early 1920s. In 1924 the King's Head Buildings and an arcade were erected on the site. The entrance to the King's Head Arcade, a small, glass roofed shopping mall with about a dozen shops, was through a short passage leading from Cloth Hall Street. Like us, our older readers will surely remember some of the shops in the arcade: Netherwood and Dalton - printers, Beacon Bakery, the Parisian Pleating Company, Harold Hallas - pork butcher, L. Chillingworth - radio and musical instrument dealer, Arthur Wilde - tea and coffee dealer, Cliffe's sweets and, at the entrance to the arcade, George Hall's a name still familiar to all who recall the strict days of school uniform. The Cloth Hall branch of the Post Office was also housed in the arcade.

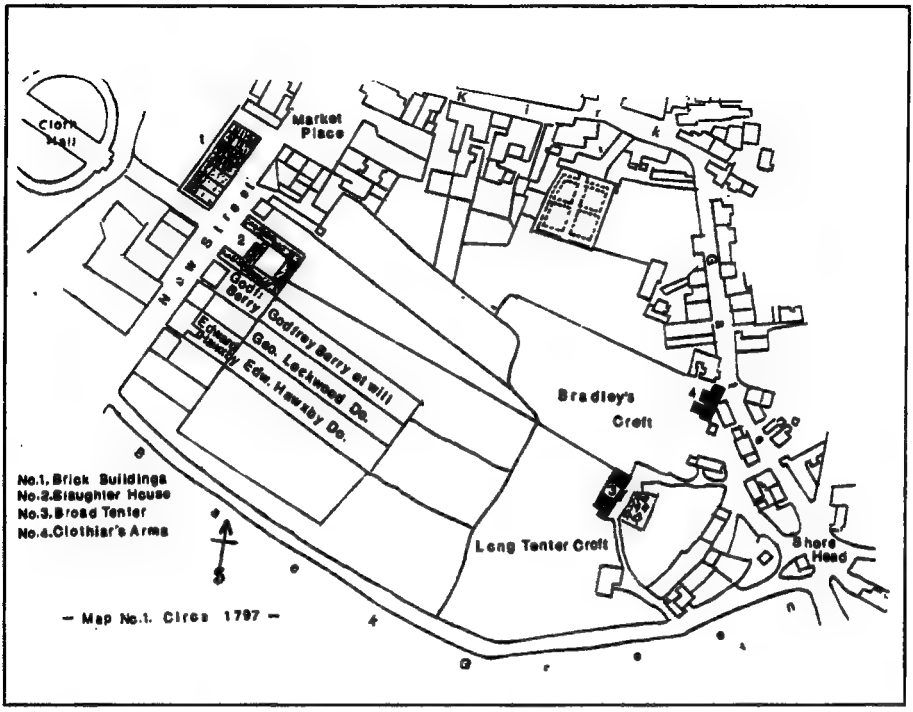
The arcade had a short life for in 1960, less than forty years after it was constructed, the shops were demolished. At the same time the ground floor of the King's Head Buildings was refashioned and extended over the site of the arcade. The upper floors of the building remain, externally at least, unchanged.

Today, what is left of the King's Head Yard is used as a private car-park and the hustle and bustle of both industry and shopping are but a silent memory. Nevertheless, the yard is worth a visit as an old warehouse, although in a parlous state, survives and the outlines of long gone buildings are preserved in the boundary walls. Access to the yard can be gained by the old entrances from Market Street and Imperial Arcade.

KING STREET

To make way for that latest addition to the Huddersfield scene, the Kingsgate Centre (opened March 2002), part of King Street has disappeared and a great deal of old and, it must be admitted, shabby property demolished whilst in a parallel development three of King Street's historic yards have been preserved. The argument whether it is better to conserve and improve rather than to destroy and replace is a contentious one and has, perhaps, no place here. Rather we will content ourselves with describing the lost scene

so that some memory of old Huddersfield survives.



Of course it must be admitted that 'old' is an imprecise word. Compared, for example, to the Kirkgate-Westgate thoroughfare, King Street is not particularly old. Only two centuries ago the scene, between the buildings in Kirkgate and the old route called Back Green (later Ramsden Street), was one of the green fields divided by prominent hedgerows with, near to Shore Head, a scattering of properties, orchards and gardens (see map1 above). William Booth, for example, tenanted two crofts, including Long Tenter Croft, and his property included a house and workshop, a tree lined garden - an orchard perhaps - a barn and a row of cottages called Broad Tenter (see map1 No.3). William Bradley, described in the 1797 rentals as an Inholder (sic), owned a cottage and garden, a croft adjoining and the Inn called the Clothiers Arms with a cowhouse, a dungyard, stables and three dwelling houses adjoining (hence Bradley Street see map1 No.4). The sites of both

Bradley's and Booth's property now lie beneath the new shopping centre. The Clothiers Arms was, perhaps, the first of several inns and beerhouses (including The Dog, The Diana, The Queens Head, The Duke of York, The Globe and The Hope and Anchor) that would make their appearance in the area during the 19th century. So, at the beginning of that century the scene hereabouts was semi-rural, Cross Church Street, Queen Street, Zetland Street, Bradley Street and Venn Street were unthought of and the only intimation of the future King Street was a footway running up the hillside from Shore Head to the slaughter-house in New Street (see map1 No.2).

Development on the line of the footway must have started during the first decade of the nineteenth century for King Street was accomplished and named by 1826. A map of that year shows a straight, wide street running from Shore Head to New Street and aligning directly with Cloth Hall Street, also recently developed. Looking at its direct course on the map it seems likely that the new thoroughfare was planned to allow an unrestricted view, from the important Shore Head junction, of the Cloth Hall with its cupola and clock tower. In its later years the Cloth Hall was regarded as having little architectural merit but in the days when merchants from many parts of the West Riding flocked through its doors it was regarded, no doubt, as an asset to the town and deemed worthy of the new, straight, handsome approach.

Swept away in the new development was the slaughter house in New Street which, had it been allowed to remain, would undoubtedly have been a blot on the landscape (see map1 No.2). New slaughter houses, built on a site in King Street, were soon collectively and correctly known as the Shambles. A map of 1826 describes the Shambles as a new market presumably because there were stalls selling flesh and fish. For a time in the mid nineteenth century people who committed minor misdemeanours were publicly punished in the Shambles for it was here the town's stocks were to be found.

During the 1870s there was public agitation for a covered market hall to replace the open air general market held in the Market Place and when, in 1876, Sir John Ramsden sold all his market rights to the Corporation, planning started immediately for just such a market to be built on the site of the Shambles. Work started in 1878 and the new market was opened in March 1880. Although the interior was used as a general market the tradition of selling flesh and fish in the area continued for some time after the market

hall opened. In the 1880s, for example, no fewer than thirty-one of the market's thirty-nine exterior shops were occupied by butchers and fishmongers: fourteen butchers and one tripe dresser in Shambles Lane, two butchers and two fishmongers in Victoria Street, eleven butchers in Victoria Lane and one butcher in King Street. Over the years, however, the tradition faded and by 1940, although the fishmongers remained, only six of the shops were trading as butchers. A diversity of retailers had moved into the others including a photographic dealer, a jeweller, two hardware dealers, several grocers, two gentlemen's outfitters, two seedsmen, a house furnisher and a dolls' hospital, and, in Shambles Lane, Wilson's, Cowling's, Linden Smith's and Howarth's, all greengrocers and florists, trading from open fronted shops.

In 1970 a new market hall was opened on a site between Ramsden Street and Princess Street as a result of which, after only 90 years of trading, the old market hall was demolished. The streets mentioned above still define its approximate position and although one of them runs at a higher level than the original, its name, Shambles Lane, lives on to remind us of a busy and bustling scene older even than the defunct market hall.

PACK HORSE YARD

On the north side of King Street, the Pack Horse Precinct covers much the same area as the older Pack Horse Yard which was attached to and took its name from the Pack Horse Inn in Kirkgate. A public dispensary was established in the yard in 1814. It was staffed by two surgeons, two physicians and an apothecary who treated ambulatory patients on the premises and visited the homes of those too ill to attend. The site of the dispensary lies somewhere beneath the present Argos shop premises. The Pack Horse was one of the town's foremost coaching inns and during the coaching era, in the yard behind the inn, there were coach houses, cart and wagon stores, hay lofts, tack rooms and stabling for a hundred horses. With its noise, bustle and smells the yard cannot have been the most soothing or healthy place for treating the sick.

In the days before the country's post was carried on the railways, mail coaches running from Halifax to London, via New Mill, Penistone and Sheffield, called at the Pack Horse daily, the Royal Mail at 8.15p.m. and the Royal Hope at 7.15a.m. The fare for the two and half day journey to London was £1. 11s. 6d inside and £1. 1s outside.

In the 1830s, by which time most of the local main routes had been turnpiked, named coaches were leaving the Pack Horse Inn daily for:

Manchester	Accommodation	6.00a.m.
	Umpire	11.30a.m.
	Celerity	2.00p.m.
	Celerity	3.15p.m.
	True Briton	5.00p.m.
Leeds	Dart	7.00a.m.
	True Briton	12 noon
	Umpire	3.45p.m.
Wakefield and Hull	Eclipse	11.00a.m.
	Eclipse	3.00p.m.

A daily coach to Buxton ran from the Pack Horse during the summer season. In addition to the coach traffic there was a steady stream of carriers' wagons and carts leaving daily and nightly from the Pack Horse Yard for Leeds, Penistone, Sheffield, Halifax, Liverpool, Selby and Hull.

As the railway network quickly spread across the country, coaching businesses declined and by the 1860s the Pack Horse Yard was given over to small businesses and shops. In 1867, for example, there were fourteen traders operating in the yard including a wine merchant, two tea merchants, a waste dealer, a woollen manufacturer, a tobacconist, a currier and a fruit and potato merchant.

This pattern of occupation continued for the next hundred years with the property in the yard becoming ever more dilapidated and shabby. In 1966 the yard was demolished and replaced by such trappings of modernity as ceramic tiles, plastic, plate glass and bright lights. The Pack Horse Precinct is a far cry from the days when enamelled, slate, marble or iron chimney pieces could be bought for two guineas in the Pack Horse Yard, when William Stones offered a dozen pint bottles of nourishing stout for half-a-crown (12½p), when an ounce of special Pack Horse smoking mixture could be obtained for fourpence and a Robin Hood cigar for threepence from R.J. Elliott and Co. and when a nourishing luncheon cost sixpence at Gledhill's Dining Rooms.

Some of our readers will have more recent memories of the old cobbled yard, its shops, the popular Pack Horse Tap and the Pack Horse Inn itself

where an unusually wide choice of beers was available, and we are sure that some, like us, will feel a certain amount of nostalgia for the historic inn and its yard. Sadly, in 1966 the words 'sympathetic renovation' had no place in the planners' vocabulary although someone with more sense of history than most ensured that an element of the name was preserved. The Pack Horse Precinct was opened in October 1971 by the Mayor, Alderman Mrs. E. Whitteron. Just under a year later, to the regret of many, demolition of the Pack Horse Hotel began and all that remains today of the historic old inn are two delightful stained glass windows which are on display at the Tolson Museum.

N.B. The fruit and potato merchant mentioned above was George Bletcher who traded in the yard for some thirty years. In 1904 Bletcher's Excelsior jam factory was built in the Beast Market. The factory is long gone but its tall brick chimney survives and is in use again, not as a chimney but as a ready-built and convenient communications mast.

TRAMS IN KING STREET

Seeing it now as a pedestrian precinct, blocked at the bottom end by the massive Kingsgate complex, it is difficult to believe that the rumbling and clanging of horse, steam and electric trams for years resounded along the length of King Street. In 1880, in the planning stage, it was intended that the line to Moldgreen would commence in St. George's Square and run via Northumberland Street, Lord Street and Kirkgate (the present day Oldgate) to Shorehead and thence to the terminus at the Junction Inn. Two years later, the proposed layout was abandoned in favour of a route that left the main line in New Street to reach Shore Head by way of King Street.

The tramway service to Moldgreen was inaugurated on the 9th May 1885 using horse drawn trams as, at that time, King Street was considered too steep, narrow and busy for the safe operation of steam trams (see D.O.H.3 No.63). In 1888, when an extension from the Moldgreen line to Almondbury was laid, the Corporation had a change of heart and decided that steam trams could, after all, safely negotiate King Street. However, unlike the horse drawn cars, the body of which could be turned through 180 degrees, steam trams had to reverse into St. George's Square to enable them to make the return journey. In 1890 the line to Moldgreen was extended along Wakefield Road to Waterloo.

By the time the line was electrified in 1902, new track had been laid

from the main line in the Market Place along Kirkgate to join the line at Shore Head thus forming a loop with the King Street line. From that time the Moldgreen, Almondbury and Waterloo trams used the King Street line on their outward journeys only and the awkward reversing procedure was avoided.

For several years towards the end of the nineteenth century there was fierce debate in the town about the propriety of running a Sunday tramway service. Despite long and loud protests from religious organisations such a service commenced in June 1901 but, to placate the Parish Church congregation, steam trams were not allowed to operate the Kirkgate loop during the hours of worship. With electrification, the cleaner, quieter tramcars were allowed to use the loop but drivers and conductors were required to wear their 'Sunday best' and were allowed to withdraw their labour if Sunday working was against their religious convictions.

Electric trams continued to use the King Street route until they were withdrawn in 1933/4. The trolley buses that replaced them were kept away from King Street.

WORMALD'S, GOLDTHORPE'S AND HAMMOND'S YARDS

As part of the scheme to redevelop and regenerate lower King Street three of the town's old yards are presently (April 2001) undergoing sympathetic renovation after years of neglect. The yards, Wormald's, Goldthorpe's and Hammond's had a number of features in common: they were developed in the first quarter of the nineteenth century, they were mainly but not exclusively residential, their interior buildings faced onto cobbled courtyards, they had similar narrow passage entrances from King Street, each with a cobbled path edged with large flagstones (the former for horses hooves, the latter for cart wheels) and their original names have not survived.

The top yard of the three was originally called Edwards' Yard. In 1818, when Huddersfield's first trade directory was published the only person of that name listed in the town was John Edwards trading as a tailor and draper from premises in Kirkgate and New Street. It is possible, of course, that this man may have had an early unrecorded connection with the yard but it is equally possible that the man who gave his name to the yard was its builder or, perhaps, an early resident.

The change of name from Edwards' to Wormald's is easier to explain for Wormald can be identified as John Wormald, a saddler, who, in 1867,

was living and working at No.36, King Street, a property on the top side of the yard's entrance. Presumably the name Edwards' was dropped in favour of Wormald's soon after the latter moved in although the new name was not recorded in the local directories until 1879. By that time a Joseph Edward Hemingway had replaced John Wormald at No.36 but despite Wormald's short tenure his name has identified the yard for over a hundred and thirty years and will presumably continue to do so well into the future.

The six houses in the yard were predominantly occupied by private tenants who worked elsewhere but from time to time a few residents set up in business in the yard. One such was the heroically named Francis Drake who in the 1860s was trading at No.2, Wormald's Yard as a maker and repairer of sewing machines. Some twenty years later we find the former sewing machine expert, still in Wormald's Yard, advertising himself as a consultant phrenologist.

Very popular in late Victorian times, phrenology was a pseudo-scientific method of discerning a person's mental faculties and personality traits by feeling the bumps and lumps on the outside of his or her head. Mr. Drake offered verbatim examinations with a chart for one and sixpence and a full delineation of character for five shillings. The root word 'phrenetic' meaning frenzied, distracted or mad is, when used of a phrenology practitioner, quite apt. How many of Drake's clients left Wormald's Yard with a totally erronious view of their own personality and potential will never be known but the percentage must be in the region of a hundred!

After the First World War, the Christian Spiritualist Mission took rooms at No.1, Wormald's Yard. Spiritualism, a movement born out of mass bereavement, was immensely popular as it professed to offer communication with those on 'the other side'. We can only hope that the relatives of a lost generation found some comfort at the Mission.

Next door, on a much more earthly plane, lived the proprietor of the Busy Bee Credit Club whose members were able to purchase goods offered by the club by paying weekly installments.

By the mid 1950s the last private tenants had moved out and the houses in Wormald's Yard settled down to their fifty years wait for regeneration.

The middle of the three King Street yards took its original name, Laycock's Yard, from James Campey Laycock, a solicitor, whose address is given as King Street in the 1822 directory. The change of name to Goldthorpe's Yard occurred at about the same time as Edwards' Yard changed

to Wormald's and for several years the old and new names of both yards must have overlapped. There were not many Goldthorpes living in the town in the mid-nineteenth century and none in King Street. Precise identification of the source of the name therefore is impossible but there was a Robert Goldthorpe living in nearby Zetland Street in 1866 who may have had some unspecified connection with the yard at that time.

At the back of the yard, the three-storey early nineteenth century houses, overshadowed throughout their existence by the massive Queen Street Mission (now the Lawrence Batley Theatre), continued in private occupation until the 1960s. Until restoration work started in 2001 the flagged floor and drainage channels of a small wash-house and privy block survived on the right hand side of the yard, a reminder of the days when all the residents would have to share an inadequate number of earth or tub closets. On the left hand side of the yard was the back entrance to Dodd's herbalists and chemists, who traded in King Street for nearly a hundred years. They were famous for their ninepenny packets of herbs which were individually mixed and guaranteed to cure all manner of complaints including anaemia, consumption, neuritis, constipation, piles, sciatica, worms, asthma, catarrh, gallstones, female complaints, rheumatism, obesity, vertigo and St Vitus' dance.

Over the years, one or two small businesses operated from the yard but perhaps the most notable occupants of premises there was not a business but a society. The mid-nineteenth century saw a dawning of interest, among the middle and educated classes, in science, archaeology, history and natural history and all over the country local societies were formed whose members met to discuss their interests and further their knowledge. One such society, the Huddersfield Naturalists Society, formed in 1847, held their fortnightly meetings in their own rooms in Laycock's Yard. At the meetings, members, who had use of several microscopes, exhibited and commented on natural history specimens. All the members had the right of free access to most of the private woods and parks in the district and in 1884 they were granted permission to establish botanical gardens in the newly opened Beaumont Park. In that same year, the Society left the yard for a higher status venue in the Victoria Hall, Buxton Road.

The bottom yard of the three is not recorded in local directories until 1894 probably because, in its early days, part of it was the private garden of the house at the entrance to the yard. Between 1814 and 1840 the occupant of the house was Dr. William Wilks who was senior surgeon at the dispensary

in Pack Horse Yard, at that time the only public centre for medical attention in Huddersfield. With the population of the town rapidly increasing the dispensary soon became inadequate and by 1820 Dr. Wilks was leading a campaign for a publicly funded infirmary where patients could be properly supervised and receive an adequate diet. In 1824, a subscription list, headed by Dr. Wilks, was opened and only seven years later the Huddersfield Infirmary in New North Road opened its doors.

After Dr. Wilks died in 1840, his daughter, who had married Joseph Hammond, a tea dealer, moved into the house with her family and some time after that the yard and former garden, which may have been known as Wilks' Yard, became Hammond's Yard. By 1881 the Hammonds had moved away or died but their house was occupied by John Dixon, linen draper, who was a descendant of Dr. Wilks. The Dixon family continued to own the property for the next hundred years.

In 1894 a small workshop at the rear of the yard was occupied by Fred Bailey, joiner. This was the only business recorded in the interior of Hammond's Yard in the nineteenth century. By the 1920s Bailey had given way to Jones and Farrand, joiners and funeral directors and today the same premises are occupied by a coffee shop.

The large building on the left hand side of the yard, which fronts onto Zetland Street, will be remembered by some of our readers as the premises of Messrs Jackson and Taylor, cigar manufacturers. In the 1890s this building was occupied by the Bee Hive Drapery Company, a name that leads us to speculate whether the business had any connection with the Busy Bee credit club in Wormald's Yard. Interestingly, in 1958, long after Bee Hive and Busy Bee had left their respective sites, a shop in Zetland Street, opposite the former Bee Hive premises, was called the Buzzy B stores. It would seem that the industrious insect had made some sort of impression in this part of town.

When the decision was taken to preserve the three yards in King Street it would have been an easy option to retain their individual configurations but replace their time-honoured premises with modern plastic and plate glass as was done in the historic Pack Horse Yard. Happily, the planners had other ideas and decided to refurbish the yards and their existing buildings with traditional materials: cobbles, slates, wood and iron. Thus the early nineteenth century houses in Wormald's and Goldthorpe's Yards, surely some of the oldest workers' houses in the town centre, have been preserved in

almost their original state and these, along with the nineteenth century ambience of all three yards, will carry something of the town's past on into its future.

CROSS CHURCH STREET & THE WHITE LION & SUN INN PUBLIC HOUSES

Cross Church Street, laid out during the first quarter of the nineteenth century to provide a direct connection between the centuries-old Kirkgate and the newly built King Street, has, on its east side, two public houses the origins of which date back to the earliest days of the thoroughfare. Both houses have, over the years, undergone periods of renovation, alteration and in the case of one of them almost complete rebuilding and their once busy yards are now sadly diminished. The names 'Revolution' and 'Minstrel' are of recent origin and perhaps we should think of former as the White Lion Hotel and the latter as the Sun Inn for these were the names by which they were known for more than a century and a half.

During the nineteenth century most hostelries in the town were referred to as public houses or inns but the White Lion was, from its earliest days, described as an hotel, its higher status reflected perhaps in its once imposing facade (see illustration) and the fact that it was, for a time, the tallest building in Cross Church Street. It may well have been its height that resulted in the White Lion being struck by lightning during a spectacular thunderstorm on 13th July 1831. A report of the incident describes how '...the electric fluid melted gas pipes and set

the gas on fire. It pursued the course of the bell wires which it melted and went out by one of the upper back windows which was shattered and burnt to pieces. A servant and a little boy were knocked down but soon recovered the shock.'

In 1892, Henry Archer, then the proprietor of the White Lion, was proud to advertise good stabling, well aired beds and a 'free and easy' every evening. Doubtless he was also proud of his handsome building with its nicely proportioned double bay windows and neat ashlar quoins. Should Mr. Archer, in ghostly form, ever decide to return to his old haunt he would be unable to recognise it (or make sense of the new name) for, since his day, the White Lion has been twice altered. At some time, the original front elevation was replaced by a mock Tudor half-timbered facade with a handsome arched entrance embellished with Tudor roses. We have been unable to discover the date of the alterations but the stonework in the doorway is typical of the 1930s. It was probably at the time of this work that the hotel was extended to the rear. For many years during the second half of the twentieth century the ground floor rooms on either side of the door were used as shops. As a result of much more recent alterations the hotel is whole again, a good deal of plate glass has been introduced and the timbers have been stripped of their black paint. The imposing door has, happily, been retained.

The White Lion Yard was originally twice its present length and until the site was cleared for the Kingsgate project some of its old buildings survived, albeit in a dilapidated condition. During the nineteenth century there were three business premises in the yard occupied variously, over the years, by a cotton waste dealer, a wheelwright, a brush manufacturer, a paper bag merchant, a basket maker and a joiner. The bottom end of the yard was occupied by stables and cart stores, the headquarters of a number of carriers whose address was White Lion Yard and who delivered to villages at some distance from the town: Kirkburton, Shelley, Skelmanthorpe, Clayton West, Meltham, Hepworth and New Mill. As there was no entrance at the bottom of the yard the carriers would always have used the narrow passageway into Cross Church Street and here a very small part of the past survives, untouched, in the shape of the wheel stones placed to keep the cart wheels away from the walls on either side of the entrance.

SUN INN

Next door to the White Lion, the Sun Inn (now the Minstrel) was less imposing than its neighbour and remained so until 1890 when its owners, Messrs Seth Senior & Sons of Highfield Brewery, Shepley, decided to rebuild the inn and extend it to include a wine store, shop, order offices and, in the yard behind, a bottling store. Plans for the new building, designed by W. Cooper of Lord Street, were approved on 10th April 1890 and subsequently the two shops adjoining the inn were pulled down, the plan being to build the shop and office block before tackling the inn. As a safety measure substantial timber shoring was erected to prop up the side of the inn over the passage leading to the yard.

At about 2.45a.m. on 15th April 1891, Police Constable Binns, on duty in Cross Church Street, heard a loud crack and saw some plaster falling from the underdrawing of the passage. Binns, described by the *Examiner* as an intelligent officer, immediately roused the occupants, Mr. M.T. Suthers, landlord, his wife and four servants and supervised their exit into the back yard. Immediately after their hasty escape the end of the building collapsed outwards and fell into the basement of the new building on the adjoining site. By the light of day the scene was described as a chaotic spectacle with curtains, pictures, carpets and clothing hanging from the ruin and iron bedsteads, bedding, furniture and floorboards piled in a jumbled heap in the street. The architect and contractor were early on the scene to supervise salvage operations and to make safe the front wall which it was thought might fall at any minute.

Because of the prompt actions of P.C. Binns no lives were lost or injuries sustained. Work on the new buildings continued resulting in the impressive facade, still to be seen, with its central turret, twin gables, ornate carvings and stone finials. The gables, whether by accident or design made the new Sun Inn as tall as the White Lion. Identical carvings at the top of the gables represent the rising (or setting) sun. Lower down in each gable is a carved stone roundel, that over the Sun Inn depicting, appropriately enough, a sun in splendour. The other, only recently cleaned, depicts a sovereign of King George IV dated 1829 (see illustration). This was a mystery until we discovered that Seth Senior founded his brewing business with, it is said, a borrowed sovereign at the Sovereign Inn,

Shepley in 1829.

Of the once extensive Sun Inn Yard, only the passage now remains. The gates at the entrance are contemporary with the 1890 rebuilding as are the cast iron wall protectors and wheel stones. Apart from a bottling store the only buildings in the interior of the yard were stable blocks and cart stores which, as we can find no record, after the rebuilding, of outside carriers with a Sun Inn Yard address, were presumably used to house Senior's horses and drays.

Messrs Seth Senior & Sons' prices in the 1880s may be of interest:

Mild ale 10d a gallon	Light bitter 2s.6d per doz bottles
Strong ale 1/4d a gallon	Pale Ale 3s.0d. per doz bottles
Wines from 1s.6d. a bottle	Spirits from 2s.6d. a bottle.

NEW STREET

In 1768, as part of the new Huddersfield to Woodhead turnpike, an old footway connecting Kirkgate and the Market Place with Back Green (now Ramsden Street and High Street) was upgraded and given the status of 'street'. Beyond Back Green the new road continued southwards to cross the Colne at Engine Bridge, Folly Hall. As the town grew this route between the Market Place and the river developed into one of the town's main thoroughfares: New Street, Buxton Road and Chapel Hill. On a map of Huddersfield dated 1778 the section of road between the Market Place and Back Green is called South Street but this name did not survive for very long for by 1800 the descriptive name New Street was well established.

In the two decades that followed the opening of the new turnpike, a few buildings made their appearance in the fields on both sides of New Street but, apart from the Brick Buildings, it was to be some time before business and commercial interests took root there.

John Hanson, writing in 1878 but describing the town as it was in his youth, circa 1805, paints a semi-rural scene in New Street. He says: 'Between the bottom of High Street and the foot of Cloth Hall Street there were but two shops. In one, Tommy Ludlam, whitesmith and ironmonger, supplied the Huddersfieldians with kettles and pans and in the other Tommy Bradley, saddler, plied his needles and wax thread. These two were near neighbours.' Hanson then provides a description of the land between New Street and the Cloth Hall, given to him by a 'very respectable man' called Thomas Coldwell:

'I remember when I was a boy we had no cart road from New Street to the Cloth Hall. There was only a footpath through the fields with hedgerows on each side. To get into the footpath we had to go up two or three steps and then stride over a flagstone set on end, called a lipping or a stepping stone. I well remember searching for birds' nests and getting hips and haws in the hedgerows that divided the fields.'

Returning to his own memories John Hanson describes some buildings on the low side of New Street which had been converted into a cotton factory where, he says, '...the second steam engine in Huddersfield was installed .. Here two women with sticks battered the cotton as it lay on a wickerwork table. The cotton thus opened was afterwards picked by women and children.' He also recalls, '...standing , when a boy, on a butcher's cratch and looking out of the old slaughter house in New Street into the fields below. There behind the building was a large pool of blood and refuse...' There was, he says, no King Street at that time.

John Hanson does not describe the scene in Huddersfield as it appeared when he reached manhood but it must have changed considerably. In 1818, for example, two public houses, the Boot and Shoe and the Prince Regent, had opened in New Street and three wool staplers, two merchants and one machine maker had premises there. Two surgeons, Benjamin Bradshaw and John Atkinson had their practices in New Street as did Dr. J.H. Walker, a physician, who also worked at the dispensary in Pack Horse Yard. Martha Ludlam had succeeded Tommy at the whitesmith's shop but Tommy Bradley was still there and their shops had been joined by a number of others including a watch and clock maker, a draper, a music-seller, an ironmonger, a grocer and a liquor merchant.

Despite its central position New Street was never to become the location of any of Huddersfield's municipal and public buildings. Estate and local government offices, courts, prison, police & fire stations, theatres and Town Hall were all built elsewhere, presumably because by the time the need or desire arose for such amenities there was no available land in New Street and the businesses there were in full, vigorous and profitable existence.

At the end of the nineteenth century, New Street was at the centre of the town's commercial and professional life. In the soot-blackened buildings lining the street all manner of goods were on sale at ground floor level while

on the upper floors were the offices of solicitors, accountants, merchants, manufacturers, surveyors, auctioneers, share brokers and agents. Important business was transacted at the Yorkshire Bank, the London City & Midland Bank and the Yorkshire Penny Bank and rest and refreshment were on offer at The Boot and Shoe and Imperial Hotels and the Commercial Inn. The customers at these institutions would, of course, be mainly men. Few, if any, 'respectable' women entered public houses in those days so for them, refreshments were available at Morton's Dining Rooms in the Market Place or at Bradley's coffee rooms in King Street.

It would be a busy, bustling and noisy scene at that time when goods were delivered to the shops by a steady stream of hand or horse drawn carts, when bicycles jostled for position among gigs, phaetons and hansom cabs and when steam trams, on their way to and from Lockwood, Paddock, Berry Brow and Fartown, added their daily dose of pollution and noise.

In 1902 the steam trams were succeeded by electric trams and they, in due course, by trolly buses and motor buses. Horse and hand carts were replaced by motorised delivery vans, wagons and lorries and, over the years, an increasing number of private motor cars of necessity used New Street as it was the main route from the town centre towards the Holme and Colne Valleys. The situation improved when the ring road opened in the late 1960s (officially 1973) and the traffic problem was finally solved in 1993 when the street was fully pedestrianised. The new road surface laid at that time consists of coloured bricks forming a complicated pattern, the overall effect of which can only be appreciated from a considerable height!

NEW STREET TODAY

Sundays or light summer evenings, when the shoppers have gone home, are the best times to stop and stare at New Street and its buildings.

THE BRICK BUILDINGS

A map of Huddersfield, dated 1778, shows a row of shops called New Buildings, fronting onto New Street which, as we have seen, had been laid out as part of the Huddersfield to Woodhead turnpike only ten years previously. Also called the Brick Buildings the shops were built on their prestigious site, near to the Market Place, by the Ramsdens and it is likely

that the bricks came from the same source as those used in the construction of Sir John Ramsden's Cloth Hall. It would seem that, at that time, brick was regarded as a fashionable and modern alternative to local stone for new high-status buildings. That the Brick Buildings were intended to have a certain cachet is proved by the fact that in the early nineteenth century the annual rent for each property was the then enormous sum of twenty two pounds.

One of the shopkeepers in the Brick Buildings at that time was Neddy Walton who made and sold leather breeches. Walton was the town's only constable and John Hanson (see page 19) describes him vividly: 'Whenever his official services were required he was sure to be at hand. Did any fight or disturbance occur, there was the constable, a little consequential man, proud of his authority and brandishing his little staff in his hand'. Neddy Walton's shop is now occupied by the Early Learning Centre (next door to the bank).

In 1880 part of the row was swept away to make way for the new premises of the Huddersfield Banking Company in Cloth Hall Street. The rest of the Brick Buildings have survived (see map1 No.1 p.7) surely one of the oldest structures in the town and attractive still although the original bow windows have been replaced by plate-glass and the bricks are hidden behind layers of cement rendering. Later stone buildings in Chancery Lane conceal the rear elevation of the Brick Buildings but spare a few seconds to stand in the side doorway of the Halifax Building Society. From this vantage point it is possible to glimpse, beyond the parapet of the building opposite, just a few of the old handmade bricks, their colour, surprisingly perhaps, undimmed by time and grime.

Before leaving the Brick Buildings notice the shop now occupied by Beaumont's Opticians. For several years around the middle of the nineteenth century these premises, No. 2, New Street, housed the town's head Post Office. After leaving Post Office Yard (see D.O.H. 1i. No. 53) and prior to moving in here, the Post Office seems to have wandered along New Street. George Crosland's map of 1826, for example, marks it somewhere in the region of the present day Market Avenue and White's Directory of 1837 gives its address as No. 1, New Street (directly across the road from No. 2).

During the 1830s, mail coaches departed for London at 11.15a.m. and for Halifax at 3.20p.m. and mail gigs left for Halifax at 10.15a.m. and 7.30p.m. The office, which opened at 7.00a.m. in summer and 8.00a.m. in winter, despatched mail twice daily around the town. Foot messengers carrying mail

for the surrounding villages left the office at 8.00a.m. daily. Letters were charged by distance: from London elevenpence-ha'penny, from Manchester sevenpence, from York, Keighley and Barnsley sixpence, from Leeds fivepence, from Halifax fourpence and from the outlying villages twopence. These not inconsiderable costs were met by the recipient. But far reaching changes in methods of delivery and paying for mail were afoot, changes that resulted in increased business at the Post Office and probably prompted the move into the Brick Buildings in the early 1840s.

The railways began to carry mail on the Manchester to Liverpool line in 1830 and, as the railway network rapidly expanded, postal deliveries from all ends of the country could be achieved in hours rather than days. The year 1839 saw the opening of the Manchester and Leeds railway along the Calder Valley and for the next eight years post from all parts of the country arrived at the office at 2.00a.m., 8.00a.m., 12.30p.m., 1.00p.m., and 9.00p.m. brought by mail cart from the nearest station at Cooper Bridge.

In 1840, a Warwickshire schoolmaster, Roland Hill, persuaded the Government to introduce the standard penny post whereby the sender prepaid postal delivery charges by means of an adhesive stamp. The innovation was an immediate and enormous success and was quickly copied by countries all around the world. Now, at last, poor as well as rich could afford to communicate with family and friends from whom they might be separated by work or marriage or war or emigration. Industry and commerce also benefited from cheap postage. Business at post offices everywhere increased dramatically over the next three or four decades, which time saw the introduction of post and pillar boxes, the electric telegraph, the picture postcard and postal orders by which means money could be transferred by post. Locally, efficiency improved further when, in 1847, the railway came into the town thus eliminating the need for a three and a half mile journey by mail cart to and from Cooper Bridge.

During these innovative and busy years the postmaster, William Moore, was assisted by just two clerks but the number of letter carriers for town deliveries rose from two in the 1830s to ten in 1857. Shortly after 1857 a new postmaster was appointed and the Post Office moved again. For the next few years part of No. 2, New Street became a lodging house and part was still used by William Moore who became a sharebroker after his spell as postmaster ended.

THE BANK

The building on the corner of New Street and Cloth Hall Street, now occupied by the Hong Kong and Shanghai Banking Company, was constructed in 1973 for the Midland Bank Ltd. Its modern design contrasted greatly with its predecessor on the site, a highly decorated and ornate building, designed by the local architect Edward Hughes in 1880 for the Huddersfield Banking Company. The old bank's copper onion dome had been a familiar if unusual feature in the town's roofscape for nearly a century and its passing was lamented by many.

THE BOOT AND SHOE

The block of buildings between the Market Place and King Street (opposite the Brick Buildings) dates from 1900. Notice the ornamental relief proclaiming the Boot and Shoe Hotel which was built on the site of the original Boot and Shoe Inn dating back to the early nineteenth century. For a time, in the 1860s, William Cowell the landlord of the old Boot and Shoe was also a cab proprietor - no doubt a useful arrangement for any customers who might experience difficulty in walking home.

The shop next door to the one-time hotel was, for many years, occupied by Armitage and Sons, seed merchants, who much later branched out from the town centre to run the well known and successful garden centres at Shelley and Birchencliffe.

The age of the buildings beyond Cloth Hall Street and King Street is not immediately apparent at ground floor level where the facades of the shops have been redesigned several times over the years. A glance above the shops will, however, reveal a building style with, in places, quoins and corbels dating back to the early years of the nineteenth century, to the time, in fact, when the street was first developed.

Here and there of course more modern buildings have been inserted on old sites.

THORNTON'S

On the east side of the road, for example, the shop built for Marks and Spencer in 1933 occupies the site of Thornton's Temperance Hotel, a place much frequented by local Radicals, Liberals, Socialists, Nonconformists and even an occasional Tory all of them worthy, and several of them 'characters'. Rich and poor from all over the Huddersfield district - and one or two from

further afield came to Thornton's where solicitors, clothiers, cobblers, farmers, merchants, shopkeepers, architects, cabinet makers, tailors, manufacturers, mill workers, cheap jacks and a milk dealer who was always accompanied by his goose mixed freely and easily. Encouraged by the proprietor Joseph Thornton (as great a character as any of them) they played draughts and chess, wrote or recited poetry, debated educational, religious, social and political issues, attended lectures on mathematics, chemistry, history, archaeology and geology, practiced French and German and formed Thornton's Temperance Hotel Literary and Scientific Society. So many and varied were the subjects discussed that Thornton's soon became known to its devotees as 'The Centre of Light and Knowledge'.

During its last twelve years, Thornton's was the headquarters of the Huddersfield and District Temperance League. Outside the hotel in one of the dummy windows the league's advertisement was painted and on another was the representation of a large, open pledge-book with an invitation to every passer-by to sign the pledge. Many did, including those on their way to the Farmer Boy public house just below Thornton's in Lockwood's Yard.

For over forty years Joseph Thornton presided over events at Thornton's Temperence Hotel. In 1900 a new proprietor, William Waite, took over. It may be that his talents did not measure up to Thornton's, it may be that the days of debate, self education, passionate politics and resolute temperance were passing; whatever the reason, Thornton's closed on 23rd October 1909.

On the other side of the road, No.28, New Street (opposite Lockwood's Yard) played a small part in the activities of the Huddersfield Mechanics Institution when, between 1844 and 1850, classes were held in the upper rooms there. It is highly likely that most of Thornton's devotees were supporters of the Institution and its commitment to provide youths and young working men with a free elementary education. Certainly, two of Thornton's early stalwarts, William Marriott and Frank Curzon, played important roles in the Institution, the former as a teacher of chemistry - a little taught subject in the 1850s - and the latter as Secretary between 1854 and 1862.

Some ten years after the Institution moved on to larger premises in Queen Street, the Post Office left the Brick Buildings and moved into No.28, New Street. Despite the move there was a general feeling that the new premises did not adequately meet the needs of the thriving trade of the town. Extensive alterations and improvements in 1866 helped the situation until a new purpose built General Post Office opened in Northumberland Street in 1874.

After the Post Office moved out, No.28 was occupied by Elliott Hallas, mill furnisher, who always advertised his address as 'The Old Post Office, New Street'.

THE YORKSHIRE BANK

On the same side of the street, the Yorkshire Bank, originally the Yorkshire Penny Bank, opened at No.40, New Street around the turn of the nineteenth century. When the present premises were built, in 1926, the new building extended across the entrance to an old yard to incorporate No. 38, New Street. The yard was called Ludlam's Yard and No.38 was the shop formerly occupied by Ludlam and Co. whitesmiths. Thus we are able to place the whereabouts of Tommy Ludlam who 'supplied the Huddersfieldians with kettles and pans' and who was one of the first shopkeepers in New Street.

Those like us who are of a 'certain age' will recall the saving scheme operated in schools by the Yorkshire Penny Bank and will remember taking their weekly pennies, threepenny bits or sixpences to school where their teachers diligently marked the amounts on brown bank cards - which must not be lost! When the savings reach one pound, a blue bank book was issued. At a penny a week, allowing for a school year of say forty weeks, it would be some six years before such a magnificent total was achieved.

THE IMPERIAL HOTEL

Further along New Street, on the east side, the large building opposite Imperial Arcade was once the Imperial Hotel which opened in 1845. Long gone is the elegant portico along the front of the building and the pendentive over the central door but, above ground floor level, apart from the artificial stone cladding, the facade has changed little since 1845. In 1886, John James Vickers, who had previously kept Vickers' Hotel and Dining Rooms in Market Walk, became the proprietor and from that time the hotel was known as Vickers' Imperial Hotel. Vickers catered mainly for 'commercial gentlemen' to whom he offered every comfort and convenience in the hotel's twenty bedrooms, the dining room and the commercial, stock, grill, billiards and smoke rooms. The Vickers family also had a grocer's shop in Market Walk and a confectioner's shop at 50, New Street both of which, no doubt, supplied the hotel. The Imperial Hotel closed on 11th March 1909 and afterwards the premises, called Imperial Chambers, housed about a dozen small businesses

and offices. The yard behind the hotel, of which only a fraction now remains, originally ran down to Victoria Lane and as late as the 1980s, some seventy years after the hotel closed, the arched entrance to the yard there bore the inscription, 'Footway to the Imperial Hotel'.

THE COMMERCIAL

At the corner of New Street and High Street the Commercial public house, sometimes called an inn, sometimes an hotel, has occupied this site since the early nineteenth century and for well over a hundred years the building incorporated a tobacconist's shop. This had a cross corner entrance and shop windows in New Street and High Street. Of course, during the 1970s and 80s tobacco fell from grace and tobacconist's shops became an increasingly rare sight countrywide. When Hobson and Son, the last proprietors here closed, the opportunity was taken to extend the ground floor of the Commercial. So skilful was the rebuilding that, today, the only clue to the one-time presence of the shop is a row of holes where the fascia board was suspended.

Opposite the Commercial, the Prudential Building, built in 1899, was designed by Alfred Waterhouse, one of the nineteenth century's foremost architects. Waterhouse designed for the company rather than for any particular site and buildings of similar design, age and origin can be spotted in many towns in England. The use of brick as a building material, after its brief popularity in Huddersfield in the eighteenth century, fell out of favour for the elevations of buildings on prime sites in the town although it was frequently used for rear elevations and the interiors of yards. The Prudential Building, with its use of red brick and terracotta was, therefore, a distinctive structure in early twentieth century Huddersfield.

BERRY'S, LOCKWOOD'S and GREENWOOD'S YARDS

The beginnings of three of New Street's yards can be traced back to the 1770s when Godfrey Berry, George Lockwood and Edward Hawxby became tenants-at-will of just over one rood of land each (see map1 p.7). Their holdings ran side-by-side down the hillside from New Street to where Victoria Lane would be developed in the future. In 1818 we find Lockwood and Hawxby described as wool staplers and Berry as a grocer and maltster. Two of these men, at least, were by this time, men of substance. In 1820, when the first move towards responsible local government in Huddersfield resulted

in the formation of a Board of Improvement Commissioners, Godfrey Berry and Edward Hawxby became members. Qualification for a seat on the Board was personal wealth of a least one thousand pounds.

Godfrey Berry, in time, built a house at the corner of King Street and New Street and the land behind developed into Berry's Yard. The yard, which like its near neighbours had a narrow passage entrance, was never as important or busy as the other two. It had no direct exit into Victoria Lane and housed no more than three businesses at any time. After the site was redeveloped in the 1930s a trace of Berry's Yard survived in the form of an emergency passage exit between Marks and Spencer's and Burton's shops. The entrance which remains in its original position is now closed by a fire door.

It is worth recording here that Godfrey Berry was behind an abortive scheme to provide the town centre with water from the Bradley Spout, an everlasting spring located in the area of St. George's Field (later St. George's Square). John Hanson tells the tale: 'His (Berry's) project was as follows:- A large reservoir was to be constructed in the old Market Place into which the Bradley Spout water was to be brought. Then there were to be four pumps, one at each corner of the Market Place, from which people might fetch water. Well, Godfrey and his colleagues set to work with a right good will at the new waterworks. A large hole was dug which might be, I dare say, thirty yards by seven. This they built round and arched over and, when all was ready, they made the astounding discovery that water would not run uphill. The project was therefore dropped. A considerable amount of money had been spent and nothing accomplished.'

When excavations for the public lavatories beneath the Market Place began in 1906, Berry's arched 'hole' was discovered and many theories as to its origin were put forward including Roman remains, medieval cellars and secret passages. When the mundane truth was discovered the reservoir was sealed over and forgotten until the 1960s when it was rediscovered during excavation work connected with the Pack Horse Precinct. Another small sensation ensued and similar theories were propounded - as doubtless they will be again, next time the hole is discovered.

Lockwood's Yard, which developed on the parcel of land held by George Lockwood in the 1770s (see map No. 1 p.7), obviously took it name from the original tenant. George Lockwood was still there in 1818 and as late as 1837, Lockwood and Thomas, a firm of woolstaplers, had premises in the yard. Today, apart from an old warehouse at the bottom (which rightly belongs to

Greenwood's Yard) the yard is rather dull and it is difficult to picture it as the hive of activity it once was. Here, at various times, tea, shipping and woollen merchants, solicitors, surveyors and income tax inspectors had their offices. In its time, perhaps the most popular building in the yard was The Farmer Boy Inn which stood on part of the site now occupied by Marks and Spencer's lower floor. The inn flourished here for more than fifty years and the name Farmer Boy Yard was a widely used alternative to Lockwood's Yard. The Farmer Boy closed on New Year's Eve 1914, an early casualty perhaps, of recruitment for the Great War.

By the mid 1920s professional men and merchants had given way in Lockwood's Yard to tradesmen who included a hatter, a furrier, a cabinet maker and a boot and shoe dealer. Even then, ten years after the inn closed, the name Farmer's Boy Yard (the slight change was inevitable) persisted. Early in the 1930s most of the old buildings in Lockwood's Yard disappeared when the site was cleared to make way for Marks & Spencer's store.

As the two yards already mentioned retained the names of the original tenants we might have expected the third to do the same but we have found no mention of a Hawxby's Yard in the records. In the 1818 directory Hawxby and Sutcliffe, woolstaplers, are listed in New Street but a precise address is not given. It is possible, then, that a Hawxby's Yard did exist, unrecorded, on the east side of New Street but it is equally possible that by the time a yard had developed on the line of the original land holding, Hawxby, or the Hawxby firm, had moved. Certainly, in 1848 Henry Hawxby, woolstapler, had premises at No. 8, Hawxby's Court on the other side of New Street.

A yard definitely existed on Hawxby's land in 1825 for it is shown but not named on a plan of Huddersfield made in that year. Nearly thirty years later, the ordnance survey map of 1851 shows it under the name Greenwood's Yard. It is by no means certain who Greenwood was, but the only man of that name we can find in New Street before 1851 is William Greenwood, surgeon, who, with his wife and six children, is listed in the 1841 census.

Until the early years of the last century, the buildings in Greenwood's Yard were occupied mainly by merchants and manufacturers but by the 1920s their warehouses had been converted into shops and the Yard had become a busy pedestrian way linking New Street with Victoria Lane and the market. Perhaps it was this shift from industry to shopping that brought about a change of name as it was around 1930 that Greenwood's Yard became Market Avenue. Readers may remember some of the shops in Market Avenue in the

1940s: Stylo Shoes, the Manchester Furnishing Company, Middleton's confectioners, the Huddersfield Wallpaper Company, Harry Howarth, fruiterer, Redman's grocers, Butlin's jewellers and, at the entrance to the yard, Dunn's outfitters.

Walking down the yard (or avenue) today it would be easy to believe that most of the shops survive from early days, for there is an air of the nineteenth century about them, but the truth is, of course, that they were completely rebuilt in 1994. At the same time a roof was built where no roof existed before. The only original building to survive is the warehouse at the bottom of the yard. The old hoist and taking-in-door have been retained, reminders of the days when this was Joshua Beaumont and Company's woollen warehouse.

HAWKSBY'S COURT, IMPERIAL ARCADE, UNION BANK YARD

There are other yards in New Street that are worth exploring. Hawksby's Court, directly opposite the land once tenanted by Edward Hawxby was, as we have seen, the address of Henry Hawxby in the 1840s. The change of spelling from Hawxby to Hawksby occurred in the 1860s presumably after the family's connection with the yard had ceased. In 1887, James Kilburn, ironfounder, had premises in Hawksby's Court and it is tempting to think that he provided the cast iron gates at the entrance not only to guard the premises but also to advertise his work.

If the woollen merchants and manufacturers, solicitors, auctioneers and stockbrokers, who over the years, had their warehouses and offices in the yard, could see it today they would be surprised and saddened by its dirty, drab and dingy condition. The once elegant entrance gates are sagging and bent, the buildings in the interior are derelict and boarded up, unlovely piles of rubbish are decaying on the old cobbles and the yard is fit only for the dustbins of which, at the time of writing, there are several.

The other two yards on the west side of New Street are in better condition than Hawksby's Court.

Imperial Arcade is a busy and popular shopping precinct linking New Street with Market Street. Once there were two separate yards here, Hanson's Yard at the New Street end and the Queen Yard at the Market Street end. The former took its name from Hanson and Co., cabinet makers who occupied premises at the New Street entrance and the latter from the Queen Hotel in Market Street.

In 1878 J. R. Hopkinson demolished the warehouses in Hanson's Yard, replaced them with eleven smart new shops with offices over, covered the yard with a glass roof and renamed it Imperial Arcade to reflect its change of status. The Imperial Hotel, directly opposite the Arcade, was obviously the source of the new name. Soon after the alterations, the wall separating Imperial Arcade from the Queen Yard was demolished and replaced by a row of cast iron bollards. Because the boundary was thus defined the name Queen Yard persisted until the end of the nineteenth century but inevitably the two yards came to be regarded as one and the name Imperial Arcade prevailed.

In the early 1950s the Arcade was re-roofed and re-floored and the buildings put up in 1878 were refurbished. Milliners, jewellers, herbalists, tailors, tobacconists, stationers, booksellers, watchmakers, florists, chemists, photographers and many others have traded in the shops on the ground floor whilst the offices above were occupied by accountants, auditors, solicitors, auctioneers, sharebrokers and merchants. On the right hand side notice the passage entrance into the King's Head Yard which dates back to the time of Hanson's Yard.

The bollards that marked the one-time boundary between Imperial Arcade and the Queen Yard have been moved but it is not difficult to work out where they once stood. A close look at the top building on the right hand side which was built beyond the boundary will reveal that it is later in date than its neighbours.

On the right hand side of the exit to Market Street the large building was, according to local historian D.F.E. Sykes, originally a mansion belonging to John Brook J.P. The mansion fronted on to Market Street and behind was a tree lined garden. In the 1860s the mansion became the Queen Hotel and the gardens the Queen Yard. The hotel played a small part in the development of the town's sporting activities when, in November 1864, a meeting was held there to discuss the formation of the Huddersfield Athletic Club. Cricket and rugby football, as well as athletics were club activities and in 1876 the Athletic Club amalgamated with St. John's Cricket Club at Fartown to form the Huddersfield Cricket and Athletic Club. Thereafter Huddersfield United Cricket Club and Huddersfield Rugby Football Club played at Fartown. Another meeting at the Queen in 1891 led to the formation of the Huddersfield and District Cricket League.

For many years the Queen was a popular rendezvous for local

businessmen who particularly appreciated the hearty three course lunches which, in the 1950s, cost three and eleven (nearly 20p). But other times bring other ways and the Queen Hotel closed in 1972. The name was revived when the Queen's Tavern opened in 1975.

Just beyond Imperial Arcade, the Union Bank Yard retains many of its nineteenth century features including the original paved cartway leading through the narrow passage entrance and the old setts and flagged pavements in the interior. The yard took it's name from the Halifax and Huddersfield Union Bank, formed in 1836, which, according to the 1854 O.S. map, occupied the premises on the south side of the yard's entrance. In 1866, the bank moved to No.3 Westgate and, after a series of amalgamations, beeame a branch of Lloyds Bank, still on the Westgate and Market Place corner.

By the 1880s the old woollen warehouses in the yard were occupied by a variety of tradesmen but among the mundane mix of painters, picture framers, plumbers, tailors and butter merchants we found one business worthy of comment. In late Victorian times, long before the terms 'alternative medicine' and 'alternative therapy' had been coined, there was a firm belief, among the credulous at least, that water applied internally or externally to the body would cure almost all known diseases. This craze was catered for in Huddersfield when, in the 1890s, the Askern Spa Hydropathic Company moved into the Union Bank Yard. Their premises are now occupied by Greaves photographers.

The attractive building on the south side of the yard, originally a woollen warehouse, was occupied between 1880 and 1940 by Eli Wadsworth and Sons Ltd., tea, coffee and cocoa merchants. In the mid 1980s the old warehouse was cleaned, renovated and converted to become the Union Bank Bar and Restaurant and it is surely this preservation of a fine old building together with the long term presence of Greaves that has prevented the yard from going the way of Hawksby's Court.

The space over the wall at the top of the yard, now used as a private car park was, until the 1960s, occupied by the large Sunday School attached to the High Street Chapel.

BUXTON ROAD

Until 1966 the section of New Street beyond the Ramsden Street - High Street junction was called Buxton Road. Buxton was not the immediate or obvious destination of the 1768 turnpike which ran through Holmfirth to Woodhead where it joined an earlier turnpike from Barnsley to Stockport.

Logically then, Holmfirth Road, Woodhead Road or even Stockport Road would have been more likely names so why was Buxton favoured?

In the 1790s the Duke of Devonshire started to build in Buxton on a magnificent scale. Pump rooms, opera house, concert halls, spa baths and the like turned what had been a small market town into a prestigious resort. It seems likely then that the name Buxton Road, definitely in use by 1818, replaced an earlier name and was deliberately chosen to advertise the fact that the turnpike linked Huddersfield, albeit indirectly, with the fashionable spa town. As early as the 1820s coaches left the Pack Horse Inn for Buxton every day during the season, taking the fashionable to sample that town's delights, and it was entirely fitting that the route out of Huddersfield was called Buxton Road.

This section of the turnpike ran through the Nether Croft Closes, rectangular fields which had been enclosed from one of the town's medieval open fields. Development of the land was slow to follow. John Hanson, describing the area as it was some forty years after the turnpike opened, remembers only two one-decker cottages at the corner of Buxton Road and High Street apart from which, he says, 'all was open fields and hedgerows from the bottom of High Street to the top of Chapel Hill .....The green expanse was unbroken save for hedge-rows and trees and a footpath which ran across the fields to Outcote Bank.'

In 1818 just two businesses had premises in Buxton Road. By 1825 they had been joined by several more but all the development was on the east side of the road. It was to be another quarter of a century before the 'green expanse' on the west side was built over. Today, most of the buildings in Buxton Road date from a massive redevelopment scheme of the mid 1960s. Only the impressive building, once the central branch of the Huddersfield Co-operative Society, remains from earlier times (see D.O.H.1ii No.90). It was also in the 1960s that the ring road was constructed across the line of the turnpike severing Buxton Road and Chapel Hill. Later, the south end of Buxton Road was blocked and the two hundred years old route of the turnpike out of the centre of town ceased to exist.

Before we leave Buxton Road, readers might like to be reminded of two of its well known establishments, one a shop the other a cinema.

McKitrick Bros. (known to tradesmen as Mucky Tricks) were ironmongers and hardware dealers who supplied the town with such necessities as dolly tubs, possers, mangles, clothes posts, fire buckets, fire backs, tin baths, tin tacks, nails, screws, oil lamps, paraffin lamps, candles

and all manner of tools most of which were displayed chaotically in their windows and on the railings and pavement outside. Several men of our acquaintance remember McKitrick's with enthusiasm and all have a dreamy look in their eyes when asked to describe it! The shop was at the south end of Buxton Road on the site presently occupied by the post office.

At the other end of the street, underneath the premises of Primark, lies the site of the Picturedrome. In 1896 the proprietors of Rowley's Empire in Northumberland Street (see D.O.H.1ii Nos.6 & 7) introduced a truly remarkable innovation when they replaced one of their variety turns with an 'animated cinematograph'. It was reported that the front rows of the audience fled for their lives when they saw a railway engine coming towards them at full speed. Other theatres soon followed Rowley's lead and the popularity and growing availability of moving pictures prompted Mr. Henry Kaye to present film shows at the Victoria Temperence Hall. His successful venture was soon followed by the opening of the town's first cinema, the Picturedrome, in a converted woollen warehouse in Buxton Road. The opening ceremony was performed by the Mayor, Councillor George Thomson J.P., on 2nd December 1910.

Like us, some of our readers will remember the Picturedrome with its covered canopy projecting to the pavement edge. Inside, a long foyer, which led to the pay desk at the top of a sloping floor, was much appreciated in inclement weather by people standing in line, as they frequently and uncomplainingly did, waiting for admission. The Picturedrome was widely known as the Ranch House not only because of the frequently shown westerns but also because a sprinkling of dust regularly fell from the ceiling onto the audience. Wags, of course, said the dust was raised by cowboys galloping across the prairie.

In 1950 the Picturedrome was refurbished and renamed. It was opened as the Curzon on 11th September 1950 by Eileen Fenton, a cross channel swimmer, from Dewsbury. The film chosen for the opening night was *Ticket to Tomahawk*. The Curzon had not severed all its links with the past.

THE TOWN HALL

After the Charter of Incorporation was obtained in 1868, members of the new Borough Council held their meetings at the Philosophical Hall in Ramsden Street in rooms vacated by their predecessors, the Improvement Commissioners. It soon became obvious that the rooms were totally

inadequate for the needs of the Corporation and when the proprietor of the Philosophical Hall demanded an increase in rent, from £80 to £120 per annum, the Finance and General Purposes Committee searched the town for larger, more suitable premises. The search was lengthy and in vain.

A last-ditch proposal that buildings in Ramsden Street occupied by Messrs John Cooke & Co. should be converted for their purposes was dropped after the Borough Surveyor, John Abbey, said it would be too dangerous to touch them as they were very old.

There was only one option left and at a meeting of the Council, held on 21st January 1875, Alderman John Fligg Brigg moved: 'That on the recommendation of the Finance and General Purposes Committee, new offices for the Council and Borough Surveyors and other departments of the Corporation be erected on the land in Ramsden Street belonging to the Corporation according to the plans prepared and submitted by the Borough Surveyor.' Alderman Mellor supported the resolution, remarking that the sooner the project was carried out the better.

During the debate that followed, Councillor Glendenning explained that the new offices would be plain and substantial and suitable for conversion into offices and warehouses should the Corporation, in their wisdom, desire in the future to move and spend money on a Town Hall. Property in Huddersfield did not depreciate in value so there would be no losers if they wished, in subsequent years, to sell or let the property. Councillor Glendenning went on to point out the advantages of having a council room large enough to accommodate any ratepayers and members of the general public who wished to come and hear the oratorical flourishes and heated eloquence of the councillors. There would also, he said, '...be much more dignified accommodation for the Mayor than the present room which was hardly large enough for a Mayor of ordinary sized proportions to turn around in.'

Councillor D. Eastwood expressed concern about the estimated cost of £6500 and asked for a guarantee that this would not be exceeded, 'After all', he said, 'Somerset Bridge was first projected at a cost of £4000 but its actual cost was £11,000; if that is an example of how the Corporation speculated in building how can we know that the offices will not cost us £13,000?' When he was assured by the Mayor, Alderman D. Sykes, that the resolution had been submitted to the Council on the understanding that the committee would

bring the estimates before the Council for ratification, Councillor Eastwood withdrew all opposition and the resolution was unanimously carried.

Over the next few months a number of Councillors pressed for another storey to be added to the proposed two storey building. Three special meetings were called to discuss the matter at the last of which it was decided, by twenty-two votes to eleven, not to have a third storey. This did not prevent Councillor J. Eastwood trying again. At a meeting held in October 1876 he moved, 'That the decision of the Council as to not having an additional storey to the new borough offices be rescinded and, having regard to the new public hall now decided to be built on the adjoining ground... that the erection of an additional storey be carried out.' He went on to point out that the present building would be so much lower than the proposed public hall and he thought in fairness to the appearance of the building and the credit of the Corporation they ought to lift it a little higher. Seconding the proposal, Alderman Sykes said a third storey would provide further office accommodation as well as a small concert room and that it could be done now at much less expense than by building additional rooms on some future occasion.

In support, Councillor J. Brook remarked that it would be a great pity to let the building remain two storeys high. It seemed to him to be very dumpy, plain and unattractive whereas if they put another storey on it it would make a striking building and very attractive. He would not like to see such a blot in that street two storeys high; besides, the building in Princess Street would overtop the Ramsden Street building by at least sixteen feet and this would be a very great eyesore.

Their earnest arguments did not impress the majority of the meeting and the resolution was defeated by thirty votes to seventeen.

The (two storey) corporate office building was completed in 1878. All the work had been carried out by local contractors: mason, John Hill; joiner, John Rushworth; plasterer, W.E. Jowitt; plumber, J.E. Smithson; slaters, W. Goodwin & Sons; iron-founder, James Brook. The total cost of the building was £19386-5s-6d, a sum far in excess of Councillor Eastwood's gloomiest forecast.

On Wednesday, 26th June 1878, a procession, consisting of detachments of the police and the fire brigade, council officials, councillors, Mr. Abbey, the Mace Bearer and the Mayor, Alderman J. Woodhead, formed up outside the old offices in Ramsden Street and shortly after 4.00p.m. proceeded to

the new building. When the first detachment of police reached the steps the whole procession opened out and the Mayor passed between the lines, cheered by onlookers of whom, it was said, there might have been more if it had been widely known when the ceremony was to take place. When the Mayor reached the top steps Mr. Abbey presented him with a ceremonial key. Unlocking the doors the Mayor declared the building open and gave admission to council members, officials and a few invited guests.

The opening ceremony was followed by the first meeting of the Council in the new chamber. In opening the meeting the Mayor congratulated members on taking possession of the new, commodious and beautiful premises. He did not think, he said, that it was necessary to attempt any lengthy or elaborate justification of the step they had taken and then proceeded to do so. Several more congratulatory speeches followed and then, after a cool refresher of claret cup, the company left the building and again formed up to process to the Princess Street site where the foundation stone of the Public Hall was to be laid.

On arrival at the site Mr. Abbey, the architect of the new building, handed to Alderman Brigg, deputy Mayor, a tin box containing a portrait of the Mayor, cards of Mr. Brigg and Mr. Abbey, copies of the *Huddersfield Examiner, Chronicle* and *Weekly News* dated 22nd June 1878, a shilling, a sixpence and a penny. Mr. Brigg placed the box in a prepared cavity beneath the foundation stone.

With a silver and gilt trowel presented by Abraham Graham and an ivory and silver mallet presented by John Abbey, the Mayor laid the foundation stone which, the Town Clerk told the assembly, was to be covered with a brass plate inscribed with the words: 'This corner stone of the Huddersfield Town Hall was laid by Joseph Woodhead Esq. Mayor of Huddersfield, June 26th 1878. John H. Abbey, Mem. Inst. C.E., architect; Abraham Graham and Son, contractors.' (See appendix No.1 p.103).

In his speech, the Mayor praised the excellent site, surrounded, as it was, by first class streets and contiguous to a very large proportion of the Borough. The building, which he hoped would be completed without accident, would not be quite so grand and certainly not so expensive as some of the Town Halls they knew. He did not wish to revive a dead controversy or touch a single jarring chord that afternoon and he would not do so. They had met to lay the corner stone of the Town Hall and they were satisfied they had done the right thing. He was sure it would be a credit to the architect and an

ornament to the town notwithstanding what had been said to the contrary.

A great deal had, in fact, been said to the contrary; almost from its inception the Town Hall scheme had been subject to subterfuge, political intrigue and conspiracy and bitter disagreement. What was at stake was nothing less than the governance of the town.

As early as May 1872, long before the decision was taken to build the corporate offices in Ramsden Street, the Finance and General Purposes Committee instructed Joseph Batley, the Town Clerk, to give notice to Sir John William Ramsden that the Corporation desired to acquire the freehold of a plot of land in Princess Street and to ask him to name his price. The letter was followed, on 2nd June, by a reminder of the notice to treat which resulted in a reply from the Ramsden estate agent stating that he had mentioned the matter to Sir John but would have to speak to him again on the subject before he could communicate further. There was, in fact, no further communication on the subject for five years.

In March 1876, after lengthy discussions, the Council adopted a resolution recommending the erection of a public hall in Princess Street. The Mayor, Alderman Brigg, and the Borough Surveyor, John Abbey, visited Liverpool, Manchester, Sheffield, Bolton and Southport to inspect their respective town or public halls and on 16th June 1876 they reported the results of their visits and Mr. Abbey submitted plan and design for a building comprising Public Hall, Borough Courts and School Board offices. The matter was discussed and the plan revised and suggestions were made for improvements. The plans were laid before the full Council at a meeting held on 29th September when they were examined and discussed. During the meeting, the Mayor, in answer to doubts and objections about the size, style and location of the hall, said that he thought the scheme very feasible for their generation. When Huddersfield had multiplied and was better qualified to have more splendid buildings than those now proposed they might erect them but he was thoroughly convinced that at this time they were not ripe to have a larger and more costly building. When the town was ambitious enough to require a palatial building like those at Manchester, Leeds or Bradford, the people of those days would probably erect such a building.

After some discussion about estimated costs (£22,500), several reassurances that the hall would be admirably suited for concerts and musical performances and a promise that an organ would be installed, Councillor Thomas Denham moved a resolution that the plans be approved and carried

out. The resolution was passed unanimously. Subsequently, the plans were left on display for examination by members of the public and a full report of the meeting was published in local newspapers. The matter was now in the public domain.

At the next meeting of the Council, held on 18th October, the minutes of the special meeting were read and being unchallenged were sealed with the Borough seal. Nevertheless, at the same meeting Councillor William Marriott expressed his strong opposition to the scheme and advised a cautionary wait until the results of the forthcoming election were known. If the ratepayers were in favour of the course the Corporation were pursuing let them go on, but if not, let them retrace their steps and wait until the time arrived when they could have a building which was a proper Town Hall and not a substitute. Councillor Marriott's hopes were dashed when, during the election, not a single ward questioned the issue. The Council now felt fully justified in assuming that their actions had the approval of the ratepayers.

During the year that followed the scheme for the public hall was brought before the Council and openly discussed five times so it was with some indignation that Alderman Joseph Woodhead, the current Mayor, at a meeting held on 10th November 1877, reported that the Council had been accused of underhand conduct in rushing the plans through with secrecy and undue haste.

The accusation came from a number of influential businessmen, led by James Priestley and Joel Denham, who had objected to the proposed public hall in a memorial (petition) presented to the Mayor two weeks after the plans had been approved. Their objections were twofold: the unsuitability of the site in a 'back street' (Princess Street) and the proposed building itself which would be unworthy of the town. They suggested, therefore, that the plans be dropped in favour of building, when the time was right, a suitably impressive Town Hall on an available and prestigious site in Northumberland Street. The Mayor said that the memorialists' suggestions had been discussed by the Council and rejected. Now, because of their failure to comply, the Council had been accused of acting discourteously.

Commenting on what he described as the absurdity of the accusation, the Mayor remarked that the Council had for two years been carefully developing and maturing their plans for a public hall, the need for which was universally acknowledged. They had spent much time and effort in the work and then, without any change in the circumstances of the town, they

were asked to give it up by gentlemen who, whatever their position as ratepayers, as public men or as tradesmen, certainly were not so well acquainted with the question as were members of the Council. The building had been designed to meet the wants of the town, the cost had been carefully estimated and there was nothing to render it necessary for the Council to abandon their plans and therefore they decided to carry them out.

In an attempt to overturn the Council's decision, the memorialists appealed to Sir John William Ramsden to stop the further progress of the scheme. Their appeal led to the first correspondence in five years on the subject of the land in Princess Street. Major Graham, Sir John's agent, in a letter to the Town Clerk, dated 17th October 1877, pointed out that it was doubtful whether the project had the approval of the most important ratepayers or the Council generally and that it had been overlooked that Sir John's consent in writing should be obtained before any building scheme could be proceeded with. He would certainly refuse to give consent, on Sir John's behalf, to a project that so powerfully affected the interests of the town unless he first knew that it had the approval of the main body of ratepayers.

In reply, Joseph Batley, the Town Clerk, pointed out that the Council members were two to one in favour of proceeding with the scheme in Princess Street and reminded Major Graham that as long ago as 1872 he had notified Sir John that the purchase of the freehold had been decided on by the Council and he had given notice to treat for the land. Now the Council would be driven to enfranchise the site by compulsory purchase so as to put to an end any such similar threats in the future.

In a further letter dated 24th October 1877, Major Graham informed Mr. Batley that the powers conferred upon the Corporation by the Improvement Act of 1871 for the compulsory purchase of the land in Princess Street had expired in 1876.

Several more letters were exchanged culminating in one in which Sir John Ramsden expressed his position directly: he did not regard Mr. Batley's letter of 6th May 1872 as notice to treat and from the silence during the ensuing five years, that he (Mr. Batley) did not intend that it should be so regarded. Sir John, therefore, proposed to withhold his consent, as required by the memorialists who constituted a body of such weight and opinion that it was doubtful that they did not represent the feelings of the main body of ratepayers, until the opinion of the inhabitants of Huddersfield had been tested.

Expressing his own opinion of the situation the Mayor declared he wished to use no harsh language but, he said, 'I cannot refrain from expressing my surprise that there should be found a body of men in Huddersfield asking that the town should be placed in the humiliating position implied in their appeal to Sir J.W. Ramsden; asking that a decision of the Town Council - the representative body managing its municipal affairs - should be over-ruled and set aside by Sir John and that upon a question not in the least affecting him.' He went on, 'Gentlemen, this is not a question of Town Hall or no Town Hall but of the independence of the Town Council. We are not representatives of the Ramsden Estate but of the burgesses of Huddersfield ... we cannot afford to surrender the rights and sacrifice the independence of the Council and I feel confident that we shall not do so. At whatever cost of feeling, of labour or of money we have no honourable course left open to us but that of defending the independence of this Council and thus maintaining inviolate the rights which have been entrusted to our keeping.'

After explaining the main points in Major Graham's letter the Mayor expressed his indignation at the unjust implication in the letter that a section of the Council was endeavouring in some improper manner to defeat the wishes of the majority. 'Major Graham', he said, 'knew that the vote was two to one in favour of the project but in his last letter he claims for Sir John Ramsden the right to decide whether you faithfully represent the burgesses by whom you have been sent here - a claim which every feeling of respect for yourselves will impel you firmly to resist.'

Referring to Sir John's intention to withhold his consent until the opinions of the inhabitants of Huddersfield had been tested the Mayor said he knew of but one effectual way of testing public opinion - the elections which took place on 1st November each year. Judging by the elections of 1876 and 1877 it seemed that the main body of the ratepayers were not opposed to the projected building. The memorialists, he pointed out, had not attempted to test the opinions of the ratepayers. Instead they preferred to appeal to Sir John Ramsden and ask him to crush the freedom of the municipal life of the Borough. The Mayor concluded, 'I regret the position now taken by Sir John. He has listened to one-sided statements from an irresponsible body and asks that you be set aside in their favour. Gentlemen, there can be but one answer to that ...that it will be better that Sir John should mind his own affairs and leave you to manage your business in your own way.' The Mayor sat down to loud applause.

During the discussion that followed, Councillor Glendenning stated that in this unfortunate dilemma the only course open was for them to protect themselves by compulsory purchase of the land and he moved, 'That the Council apply to Parliament in the ensuing session for powers to acquire the freehold of the land now held on lease by the Corporation, under Sir John William Ramsden, in Princess Street...'

Alderman Brooke, who supported the memorialists' stand, pointed out that the Council would have to spend a considerable amount of money if they went to Parliament. He was, he remarked, one of those who said that no building of the sort proposed ought to be erected but when they did build let them build something worthy of the town. He believed that a site would be forthcoming in Northumberland Street, a site which they could adopt, and until that time let them hold their hands where they were. He moved as an amendment that they should not go to Parliament for compulsory power.

After further heated discussion, the vote was taken resulting in the amendment being defeated by thirty-nine votes to thirteen and the motion carried by thirty-nine to eleven.

This, of course, was not the end of the matter. At a meeting on 22nd December 1877 the Mayor, Alderman Woodhead, said he had received a memorial, signed by nearly three thousand five hundred persons, on the public hall question. It was intended to strengthen the hands of the Council in the undertaking they had commenced. The main points, briefly, were:

1. Because of the debt already incurred by the Council in the provision of public water, gas works and the market, the Council should not build a town hall of the size and costs desired by some ratepayers.
2. The proposed building and site would meet the needs of the town for some time to come.
3. The action taken by some ratepayers in appealing to Sir John Ramsden against the Council was to be deprecated.
4. The Corporation would fail in their duty if they did not apply to Parliament for the freehold.
5. There was complete confidence that the Council would carry out properly and efficiently such works as they thought necessary.

Not to be outdone, the original 'influential' memorialists presented another memorial which, at a meeting held on 19th January 1878, the Mayor said was entirely the same as that presented before except that it contained additional names and some rough sketches of a ground plan of the

Northumberland Street site. He had been told that if they took the site, Sir John would allow five years to elapse before he would charge any ground rent. After five years, ground rent would be charged whether or not the land was occupied by public buildings and the rent, the 'influential' memorialists admitted would be considerable. This news was received with some incredulity.

Councillor Porrit expressed the scepticism of many when he asked,

'Do I understand that Sir John will charge no rent for five years for land we don't want or for land we are going to build upon?'

'For land you do not occupy', said the Mayor.

'How very liberal!', said Councillor Porrit.

The debate continued becoming more heated as members on both sides aired their views. Costs were the main concern of some council members. Councillor Halstead, for instance, pointed out that a building in Northumberland Street would need four frontages which would be much more expensive than a plainer building in Princess Street with only one frontage.

Eventually, Alderman Hirst proposed, 'That after reconsideration of the memorials in opposition to and in favour of the public hall project on the Princess Street site the Council adhere to and hereby reaffirm their former decision.. and that the same be proceeded with.'

Now came the greatest surprise of that afternoon. Alderman Denham, the proposer of the original scheme, rose to ask the Council to examine the Northumberland Street site and the plans. He thought it only courteous that they should at least investigate the case so fully that they might be able to pronounce an opinion. If they did so he thought they would no longer have two opinions as to the merit of the two sites. It was an important undertaking and whether they went to one site or the other the building would remain as a monument to their wisdom or folly.

After further pleading, Alderman Denham moved as an amendment: 'That the question as to the erection of a Public Hall in Princess Street be adjourned for a week and that the plans forwarded by Sir John Ramsden be exhibited for inspection.'

Supporting Alderman Denham, Alderman Henry Brooke said he had Major Graham's sanction for saying that the ground in Northumberland Street would be given to the Corporation on far more advantageous terms than it would be to anyone else. Sir John had kept this land for the purpose for ten

or fifteen years and it would be most uncourteous to Sir John if they were not prepared to treat with Major Graham for this site in preference to Princess Street.

The argument raged on with Alderman Denham's change of heart causing some indignation. Alderman H. Hirst, for example, expressed his surprise at Alderman Denham's turning back. He remarked that some people had very short memories, they could charge people with ingratitude and forget it when it touched themselves. If Mr. Denham would look at his conduct on this head, first in being the warmest advocate of the original, then in purchasing property in Back Buxton Road to improve the Princess Street site, and now in his opposition to the scheme, he (Mr. Hirst) thought he would see such conduct would not bear being put before the public.

Alderman Thomas Denham, J.P.

Alderman Denham's explanation was that when he proposed the Princess Street site he did so because the building committee said that there was no other site available. When he saw there was movement in the town to direct their attention to a more eligible site he believed the Council should consider the fresh proposal. If they would examine the site he believed they would come to a unanimous vote that would please everybody.

Just as the Mayor was about to put the resolution and the amendment, Alderman Sykes suggested that the Cloth Hall site might be preferable to the other two. His suggestion was ignored and the Mayor put the matter to the vote. The amendment was defeated by twenty-eight votes to twelve and the original resolution carried by twenty-eight votes to eleven.

Alderman Denham did not give up easily. As late as 22nd March 1878, only three months before the foundation stone was due to be laid in Princess Street, he was still pleading for a change of heart. He appeared before the Council, he said, not only for the purpose of advocating his own view but also of laying before them the views of others. He had sought the real convictions of the most intelligent men in the town upon this very important question. Asked to name them, he said he could easily do so. When Alderman Hirst suggested they were those who occupied the warehouses in John William Street, Alderman Denham replied simply, 'Their name is legion.' His earnest

convictions had led him to seek the views of architects but he could not find a single one in favour of the Princess Street site.

He was accused by Councillor Marriott of trying to hoodwink the Council and waste their time by asking them to discuss a question after it had been repeatedly decided. Alderman Jordan pointed out that the matter had been fought in the superior courts and therefore they ought not to have another debate on it.

Eventually, Alderman Denham's proposal that the matter should be referred back to the building committee was put to the meeting and was soundly defeated, only four members voting in favour.

Thus the matter was decided and, as we have seen, the foundation stone was laid on 26th June 1878. By that time the new building was being referred to as the Town Hall.

All the stone used in the building was quarried locally at Crosland Moor and about half the contractors were local men including A. Graham & Sons, masons; J. Christie, joiners; G. Garton, plumber; W.E. Jowett, plasterer. Sadly, John Abbey did not live to see the completion of the building he had designed. At the commencement of the scheme he had devolved much of the important work upon Thomas Wood his associate in his practice and, later upon Frederick Wild of Bradford. After John Abbey's death, in November 1880, Mr. B. Stocks of New Street was appointed by the Corporation to act as consulting architect and the successful completion of the work owed much to his efforts.

Alderman Woodhead's sincere wish, expressed at the stonelaying ceremony, that the building would be erected without accident was not to be fulfilled. On 16th August 1881, only two months before the Town Hall was opened, Stephen Whithard Llewellyn was painting the ceiling of the concert hall when he fell from the scaffolding and broke his right thigh and left leg. Sadly, he died within the hour. Members of the Council, touched by the tragedy, contributed £20-7s. out of their own pockets to help his widow and three infant children.

The opening ceremony was set for Tuesday 18th October 1881. Given the Victorians' prediliction for pomp and ceremony the occasion was surprisingly subdued. Little attempt had been made to signify the event by decorating the town and even along the processional route only a few flags and banners were displayed. The meticulous planning usual on such occasions was also lacking as, at the last minute, the route was altered. Confusion

ensued and the efforts of the police were needed to maintain order.

At 3.50p.m., on a cold, bright afternoon, a short procession, consisting of police, Councillors, Alderman, Borough Justices, the Mace Bearer, and the Mayors of Huddersfield and Halifax wearing their robes and chains of office, left the council offices in Ramsden Street and walked by way of Buxton Road to Princess Street. At the main entrance to the Town Hall the Mayor, none other than Alderman Thomas Denham, was presented with an ornate gold and enamel key by Mr. Stocks who expressed the hope that it would be passed on to the Mayor's successors as a memento of a great occasion. In reply, the Mayor, all contention forgotten, said that after he had opened wide the doors of the hall he would keep the key and hand it down to his children as a lasting memento of the kindness and confidence of his fellow townsmen. There was, it would seem, a misunderstanding on the Mayor's part of the word 'successors' (see appendix No.1 page 103).

As the procession entered the crowded concert hall the renowned organist, Walter Parratt, played Meyerbeer's *Schiller March* to the delight of the audience who were hearing their new organ for the first time.

In his address, the Mayor began by praising the beautiful hall built by the people for the people with the people's money. He went on to describe the conditions in the town before Incorporation and the advances that had been made since in respect of the water supply, sanitary arrangements, gas supply, lighting, road improvements, markets, policing, hospitals, education, church building, the clearing out of cellar dwellings, the provision of artisans' houses and the tramways which were, at that time, being laid down. He regretted the fact that in one respect, Huddersfield remained an out of the way place approached only by branch railway lines as to their great north-south traffic and, he said, they should agitate, agitate, agitate until the town was on the main line north and south. With, perhaps, a backward glance at the Town Hall controversy, Alderman Denham said he rejoiced that the most cordial relations existed between the Ramsdens and the Corporation, for a house divided against itself could not stand. After praising the organ and the organist, who was his fellow townsman, Alderman Denham declared the public hall and the organ open.

The Mayor was followed by Alderman John Fligg Brigg who had been closely connected with the undertaking since its inception. The most satisfactory matter to him was, that large as the building was, it would not prove a financial burden to the Corporation. They now knew that the entire cost would not exceed £40,000. The adjoining building had cost just over

£19,000 so the entire cost of the two buildings would not be more than £60,000 and the cost to ratepayers would be just one penny in the pound. Considering what they had got for their money he maintained that there was not a town in England which could make a better exhibition.

After further speeches the ceremony ended with an organ recital by Walter Parratt. Much praise was lavished, at the time, on the magnificent instrument with its three thousand pipes ranging in length from sixteen feet to a quarter of an inch. The organ which was made by Messrs. Henry Willis and Sons of London was purchased by Huddersfield Corporation from the Albert Hall Company of Newport, Monmouthshire. The work of removing and transporting the organ from Newport and rebuilding it in the Town Hall was carried out by Messrs. James Conacher, organ builder, Bath Buildings, Huddersfield.

In the evening of the opening day seventy-three guests (all male) attended a temperence banquet given by the Mayor in the reception room. Guests of honour included E.A. Leatham M.P., the Mayors of Halifax and Leeds, Huddersfield's first Mayor, Mr. C.H. Jones, Walter Parratt B.Mus., and the Vicar of Huddersfield.

The first great occasion at the Town Hall was a Musical Festival held on the 20th, 21st and 22nd October 1881. The first event of the festival, a performance of Mendelssohn's oratorio *Elijah* was conducted by the great Charles Halle of Manchester. A total of ten thousand one hundred and seventy persons attended the three day festival and the general opinion was that so far as resonance and acoustics, comfort and elegance were concerned the town's new concert hall left nothing to be desired.

So, after all the acrimony and ill-feeling, Huddersfield's Town Hall was achieved and opened and approved. Over the years the magnificent concert hall has been the venue not only for musical performances but also for lectures, rallies, meetings, conferences and, in days when such things were fashionable, beauty parades and ballroom dances. The world famous Huddersfield Choral Society has been closely associated with the building from the beginning and tickets for their annual performance of Handel's *Messiah* are greatly prized. As we know, the Town Hall was never to be replaced by a building 'more worthy of the town' but it has served its purpose well and, perhaps, exceeded the expectations of even the most ardent of its proponents.

Walter Parratt, the first person to play the Town Hall's great Willis organ in public, was born in Huddersfield and spent his early days in and around

the town. Although we cannot show you the house where he was born we can take you to it's approximate location.

SOUTH PARADE

On the left hand side of the ring road (going towards the Fire Station), just beyond the Manchester road exit and opposite Albion Street, there is a small stone structure built to display a bronze plaque and a stone tablet which were preserved when the property they commemorated was demolished. The stone tablet records the erection of dwelling houses in 1812, under the immediate direction and superintendence of Godfrey Berry, for the purpose of supporting an organist and choir of singers in the Parish Church of Huddersfield.

In 1812, this now busy area was all fields and hedgerows, remembered by John Hanson as the place where, as a boy, he rode a cart 'in the blythe hay-making time.' Berry's row of six houses, called South Parade, did not stand alone in the fields for long. Before 1850 other houses had been built and South Parade had lengthened to become a street connecting Manchester Road with the top of Outcote Bank. By 1880 both sides of the street were built over with the usual busy, Victorian mixture of private houses, shops, offices, workshops and small manufacturies. Such varied goods as cigars, dry soap, cards, hats and caps were manufactured in South Parade. A rag merchant, a drysalter, a photographer, a tailor and a greengrocer rubbed shoulders with a surgeon, an inland revenue officer and the registrar of births and deaths. On the north side there was a temperance hotel and a Masonic Hall (The Huddersfield Lodge, No. 240) and on the corner, at No.1, a William Henry Beswick dressed hair and made umbrellas a practical combination of jobs.

In the early 1960s, the property on the north side of South Parade was demolished to make way for the new police station and the law courts. The buildings on the south side lasted a little longer but they too fell victim to progress and by 1973 the street and its name were history.

The site of the original South Parade - the houses Berry built - now lies under the ring road. In 1812, a young man came to Huddersfield to live in one of the newly built houses. His name was Thomas Parratt. Born in Tadcaster in 1793, Parratt was an accomplished musician who, at the age of nineteen, was appointed organist at St. Peter's Church, Huddersfield, the first ever holder of the post. He married rather late in life his first child, Henry, was born at South Parade in 1834, when Thomas was forty-one.

Thereafter he and his wife, Sarah, produced four more children, three daughters and a son. Thomas Parratt continued as organist and choirmaster at the Parish Church until his death on 27th March 1862. He was succeeded as organist by his eldest son, Henry; together father and son served the church for a total of ninety-two years.

In the 1860s, Henry Parratt, who described himself as Professor of Music, lived at No.17, Ramsden Street with his younger sisters, Anne and Emily, who kept a school for young ladies there. Henry Parratt was an extremely talented musician and it was only his uncertain health that prevented him equalling, in some measure, the achievements of his eminent brother, Walter.

WALTER PARRATT

The third child and second son of Thomas Parratt, Walter Parratt was born on 10th February 1841 at No. 6, South Parade. His talent for making music manifested itself in early childhood. One day, the vicar of a local church, whose organist had been suddenly taken ill, came to South Parade to ask Thomas Parratt if he could recommend a substitute. Thomas immediately said, 'Take Walter, he'll do.' Walter did, and with his performance the seven year old proved that his father's confidence in his ability was not misplaced.

Walter Parratt was educated at Tattersfield's school in Spring Street. A bright scholar, he was writing sermons at the age of six and he showed an early aptitude for chess. He also excelled at games and was easily the best runner in the school. At the age of eleven he succeeded his brother, Henry, as organist at Armitage Bridge Church. His salary was £10 a year which may not seem generous today but, in 1852, nearly four shillings a week was a considerable amount for a boy. Two years later, he was appointed organist at St. Paul's Church, Huddersfield, a post he held for the next seven years.

In 1860 he became organist at Great Whitley Church a post which carried with it the position of private organist to Earl Dudley at a salary of £100 a year. Four years later he married Emma Gledhill of Huddersfield. Their marriage lasted two months short of sixty years and produced four daughters and a son.

After a short spell as organist and choirmaster at Wigan Parish Church, Parratt was appointed, in 1870, to the prestigious post of organist at Magdalen College, Oxford where, three years later he was awarded the degree of Bachelor of Music. Whilst at Oxford he also became choirmaster at Jesus and Trinity Colleges and conductor of the Oxford Choral Society.

In 1882, the year after he played at the opening of Huddersfield Town

Hall, Walter Parratt was appointed organist of St. George's Chapel, Windsor Castle and the following year he was made Professor of the organ at the Royal College of Music. His interests were not entirely confined to music. For many years he was a competitive runner and chess was a lifetime passion. Impressively he could play four games at once blindfolded! For nearly forty years he trained and sent out musical disciples to all parts of the world. He also enjoyed seeing the world himself, travelling to places as far away as Canada, Russia and South Africa.

He was knighted - in a borrowed frockcoat - in 1892 at Osbourne House by Queen Victoria. His appointment the following year to the post of Master of the Queen's Music brought him into close contact with the Queen and other members of the royal family and from that time he played at all the main royal events.

Sir Walter Parratt was judged by his peers to be the greatest organist of his age and on his eightieth birthday letters and telegrams of congratulations poured in. There were three from King George V, one of which informed him that he was to receive the K.C.V.O. for services rendered to three monarchs.

On 27th March 1924, the sixty-second anniversary of his father's death, Sir Walter Parratt died. Since it was no longer possible for a commoner to be buried in St. George's Chapel he was cremated at Woking. On 1st April a casket containing his ashes was placed in a small vault in the Chapel by the organ loft steps (see appendix 2 p.105). Many eminent men attended the funeral service to honour the memory of Sir Walter and to give thanks to God for his life and his talent for making music.

His life was commemorated in his home town when a bronze plaque was placed on the wall of No. 6 South Parade. It read:

In this house was born
Sir Walter Parratt
K.C.V.O. Prof. Mus. Oxon.
1841 - 1924
By example and
precept the
outstanding organist
of his time.

This is, of course, the plaque preserved at the side of the ring road.

PART TWO — OUT OF TOWN

Part two takes us to places as far afield as Paddock, Almondbury, Skelmanthorpe and Mirfield. We therefore include brief directions to the appropriate sites.

DIRECTIONS TO EDGE HOUSE

Take the Manchester Road out of town to Longroyd Bridge traffic lights. Turn right, s.p. Paddock, and continue under the viaduct into Church Street. In a third of a mile turn left into West View and then right at its junction with Wren Street into an unmade road. Edge House is on the left.

EDGE HOUSE & THE TENANTS' RIGHT QUESTION

Although by no means extraordinary in size, appearance and style, Edge House must, nevertheless, be considered one of Huddersfield's historic houses for the part it played in the bitter argument between landlord and tenants known, in the 1860s, as the Great Tenant Right Question.

The controversy had its origins in a method of land management which started in 1789 when, as a result of the Huddersfield Enclosure Act, Sir John Ramsden was allotted a substantial amount of land that had been part of the commons and waste of Huddersfield. In order to increase the value of his estate Sir John let parcels of this otherwise unproductive land to various tenants for building purposes. The system of tenure, which was later described in the courts as peculiar and extraordinary, involved tenants, who were given no written agreement, trusting their security to the word of the landlord.

When a prospective tenant wanted land on which to build he applied to the Ramsden's agent for the desired site. If the application was successful, the boundaries of the plot were marked out and when the building was completed the agent would fix the ground rent which was paid annually on the day of audit. The new tenant's name was then entered in a rent book kept at Longley Hall. If the tenant decided to sell his property the name of the purchaser was substituted for his own, if he mortgaged it the name of the mortgager was entered in the rent book next to his own. This system was known as holding land by tenant right, the lessees becoming tenants at will. Some tenants, prudently perhaps, managed to obtain regular leases, usually for sixty years renewable every twenty years on payment of a fine (rent

adjustment). Their names were also entered in the rent book but they paid a significantly higher ground rent than holders by tenant right.

Many buildings were erected on Ramsden land under the tenant right system, including scores of workmen's cottages. The owners of the latter were helped by the cheap, unsecured leases and by the formation, in the 1820s, of building clubs and money clubs whereby money to cover the cost of building was advanced by the clubs to their members who then repaid the amount by small weekly contributions. Thus many people in Huddersfield were able to become home owners. Any worries they had about lack of title to their land were assuaged by repeated assurances from the Ramsden's agent that they were as safe without a lease as with one and that they benefited from paying a ground rent considerably lower than those with written leases.

The tenant right system worked well enough until Sir John Ramsden's death in 1839. He was succeeded by his grandson, John William, who was only seven years old so, until he came of age, the estate was administered by three trustees, Lord Zetland, Earl Fitzwilliam and George Fox (each of whom gave his name to a street in Huddersfield).

The trustees found the tenant right system unsatisfactory and in an attempt to regulate the estate they promoted, in 1844, a private Act of Parliament giving themselves powers to grant written leases, usually sixty years renewable, to persons who had taken land and erected buildings under the tenant right system. The agent of the day, Mr. Lock, recommended such tenants to take leases and some did so but a written lease meant the doubling of the ground rent paid under the old system and many tenants preferred to keep their cheap but unsecured leases in the confident hope and expectation that the 'honour of the Ramsdens' would ensure that their tenure would not be disturbed. During the period of trusteeship the estate was well administered.

On assuming control of his estate in 1852, Sir John William Ramsden appointed a Mr. Nelson of Cloak Lane, London, as agent. During his appointment, management of the estate took a distinct turn for the worse and after six years he was dismissed. Sir John William took over the administration himself and immediately sought to stop tenancies at will. To this end, in 1859, he obtained a private Act of Parliament allowing him to impose leases for terms not exceeding ninety-nine years to persons who had built on Ramsden land at their own expense without being lessees of the land. Ninety-nine years leases are obviously greatly inferior in value to sixty years re-

newable leases and there was widespread anxiety among the tenants who feared that their tenures might be disturbed and that they might even be ejected from their properties without compensation.

In an attempt to reassure and pacify his tenants Ramsden agreed to meet them at the annual rent dinner held on 10th November 1859 at the Philosophical Hall. In his toast to 'The Town and Trade of Huddersfield' he assured the audience that although, technically, the relationship between them was that of landlord and tenants it differed widely from the relations ordinarily understood by those terms which implied dependence on the one hand and power and authority on the other. Such was not his relationship with his tenants, he explained, for how were they dependent on him and what power and authority had he over them? After all, any man who had taken a lease of ground possessed as distinct and assured an interest as any which he (Sir John) possessed himself. He concluded by saying that it was an entirely mistaken concept that Huddersfield belonged to him. The town of Huddersfield was the property of the townspeople.

His words were to ring hollow in the months and years that followed.

It is now time to bring Edge House into the story. In 1837, Joseph Thornton, a twenty-five year old partner in a cloth dressing firm, decided to build a 'gentleman's residence' on high ground at Paddock. He applied to the agent of the Ramsden Estate, stating his desire to become a tenant of the land in question and, the application being approved, the plot was staked out and the ground rent fixed at £4 per annum. When the house was nearing completion Thornton consulted the agent as to the prudence of taking a written lease. When he was assured that he would be equally as safe without one he took the land in the belief that he would never be disturbed as long as he paid his ground rent. No document was signed by Thornton but his name was entered in the estate rent book as tenant, holding by tenant right.

Thornton's house was completed in 1839 and, being built on the edge of a worked out quarry, it was aptly named Edge House. At no small expense, he built access roads to the house and surrounded it with gardens and what he described as pleasure grounds where he and his family could enjoy uninterrupted views over the Colne Valley. In 1845, Thornton applied to the Ramsden Estate for a second piece of land which was duly measured out and on which he built a mistal and other outbuildings. In this case he signed an application form declaring his willingness to hold the land as tenant at will at such rent as was thought proper. The ground rent for the additional land,

called 'the second take', was fixed at £1.0s.6d per annum.

In all, Thornton spent £1850 on his property, a considerable sum in those days and, not surprisingly, in the mid 1850s he found himself short of capital. To raise the money he needed he took the drastic step of mortgaging Edge House with a money club which fact was duly recorded in the rent book at Longley Hall.

Following his private Act of Parliament, Sir John William Ramsden began to threaten those tenants who had 'unjustifiably rejected' what he considered his reasonable terms i.e. ninety-nine year leases. On 2nd November 1861, a notice of ejectment was served on Joseph Thornton and Lee Dyson, his mortgager, stating that they were required to quit and deliver up (to Ramsden) 'quiet and peaceable possession of the dwelling house, cottage, pleasure gardens, gardens, barn, mistal and stable' on or by 11th May 1862. Clearly, Ramsden had decided that the only way to settle the dispute was to submit a test case for decision by the law courts. Thornton and Dyson, supported by other tenants at will, took up the challenge contending that they had had an equitable right to a lease for sixty years with a covenant for perpetual renewal. Thus began the long, drawn out litigation known as Thornton v Ramsden or the Huddersfield Tenant Right Case.

The case, in which Edge House figured largely, came up for hearing in the Vice Chancellor's Court on Wednesday 10th February 1864 and lasted eleven days. A great mass of evidence was heard from both sides, far too much, in fact, to attempt even to summarize here. We can, however, summarize Vice Chancellor Stuart's judgement which he delivered on 25th May 1864. He pointed out that there seemed to be no doubt that the agent of the Ramsden Estate systematically discouraged applications for leases by representations that the rent would be doubled and the leases expensive. It had been shown by the evidence that Thornton's transactions in 1837 and 1845 were the creation of tenancies for the purpose of building. According to the Act of 1844 Thornton was, therefore, entitled to have a lease granted, the rent to be double the amount hitherto paid.

Relations between Ramsden and his tenants, which were far from cordial, deteriorated further when he decided to appeal. The appeal was heard in the House of Lords on 15th June 1865 and the judgement delivered on 11th May 1866.

The Vice Chancellor said that Sir John had endeavoured to do what he thought fair and just by obtaining powers to grant leases for ninety-nine

years. Whether that was more or less than his tenants at will had the right to look for from what they called the honour of the family was a point on which he would state no opinion but that some arrangement should be adopted to put an end to an unsatisfactory system seemed to him absolutely indispensable. In his opinion and that of the majority of the noble Lords, the plaintiffs (Thornton and Dyson) had not established their case and he gave judgement in favour of Ramsden but without costs.

Subsequent to the case, tenants holding by tenant right and prospective new tenants were offered ninety-nine year leases. But by this time developers, building small mansions and villas for the wealthy middle classes, preferred to look for land offered on more favourable terms. They found it to the north west of the town on the extensive estate owned by the Thornhill family. The high status suburb of Edgerton, for example, was built on Thornhill land where nine hundred and ninety-nine year leases were available.

Recognising the threat to the future prosperity of his estate Ramsden bowed to the inevitable and on 23rd May 1867, less than a year after the decision in the House of Lords, he introduced a private Act of Parliament to enable him to grant nine hundred and ninety-nine year leases. Shortly afterwards, at a meeting held in the Gymnasium Hall in Ramsden Street, resolutions were proposed expressing approval of the three nines leases and an address of thanks was forwarded to Sir John William Ramsden.

By this time, not surprisingly, Joseph Thornton was bankrupt. Nevertheless he somehow contrived to remain at Edge House until his death there some twenty years later. In his later years he described himself as an artist and it is pleasant to think of him in his pleasure grounds peacefully sketching, all turmoil put behind him and forgotten.

EDGE HOUSE TODAY

In an affidavit, sworn in 1862, Joseph Thornton described Edge House as being built of substantial and best materials and remarked with some pride that after nearly twenty-five years it was as sound and in as good repair as the day it was completed. Today, nearly a hundred and seventy years after it was completed, Edge House is little changed – if we overlook the later extension on its north side.

Looking at the house from West View (without trespassing) it is possible to see that the northern boundary wall has survived. Beyond the wall lies

the area of Thornton's 'second take', the piece of land he leased in 1845. No trace remains of the barn, mistal and other buildings he put up there but a photograph (below), taken at the time of the court case, shows the position of the 'second take' in relation to Edge House.

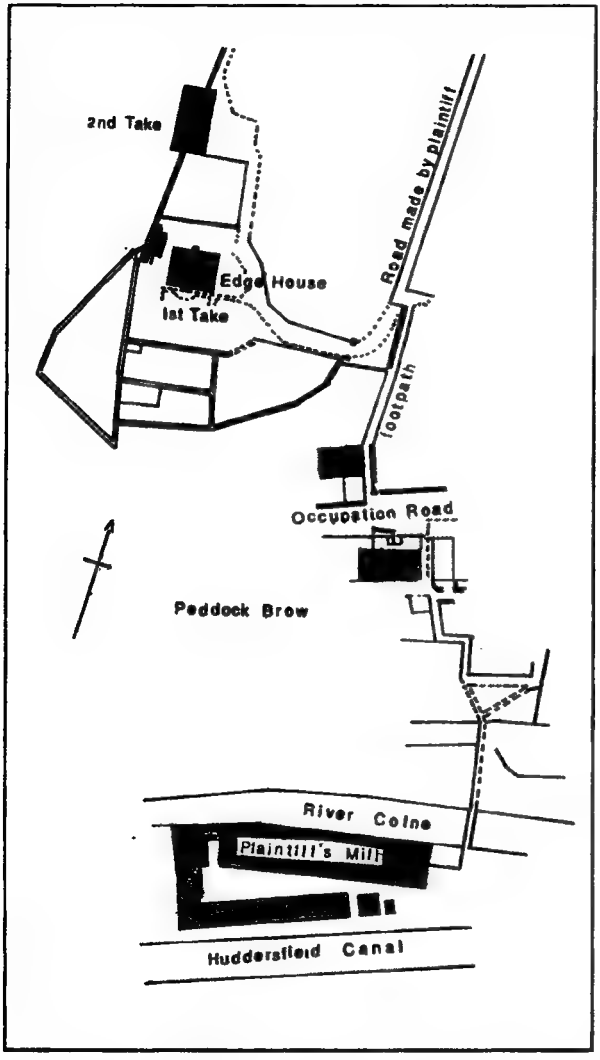
Barn on Second Take

The road now called West View was built as an access road by Thornton at his own expense. Near the end of West View the original gateway survives but its connection with Edge House is no longer obvious as the driveway has been blocked by a garage belonging to another, later house.

As well as the benefits of uninterrupted views and uncontaminated air the site chosen by Thornton for his residence had the advantage of being close to his place of work. A plan, produced with his affidavit, clearly shows the route of a footpath starting near the gateway to Edge House and ending at his mill 32m. (106 ft.) below in the valley bottom (see opposite). The route has survived in its entirety and its upper section, a steep stepped path, complete with its old handrail, can be seen at the end of West View.

The front of Edge House and its gardens cannot be seen from here but it is only a short drive to Upper Brow Road (called Occupation Road on the

plan) where it is possible to see how time has dealt with the so-called pleasure grounds. Of course, those who are sound of wind and limb might prefer to tackle the footpath on foot.



From West View drive down Wren Street and at the bottom turn right into Upper Brow Road. In 320m. (352 yds.) on the right it is possible, with a little neck craning, to see the roof and chimneys of Edge House.

The steep ground between Upper Brow Road and the house was the area of the pleasure grounds and some of the walls that formed the once pristine terraces laid out by Joseph Thornton remain. Sadly, nature has taken over and the area is now abandoned, overgrown and forlorn.

N.B. Upper Brow Road is not a through road but it is possible to turn round further along, where the road bends to the right.

It is worth noting that the grassy area on the left of Upper Brow Road was once occupied by several terraces of houses the back gardens of which clung precariously to the steep hillside (see appendix No.3 p. 105).

On the way back (after turning round) notice on the left, the bottom of

the first section of Thornton's footpath and a few metres further along, on the right, its continuation. From here the path leads steeply down to cross the Paddock goit and the river, the latter by a narrow footbridge. This is an area we have previously dealt with (see D.O.H.4 No.58).

Because of its position high on a steep declivity it is impossible to obtain a view of the front of Edge House from close at hand. However, if you are ever driving along Manchester Road (A.62) spare a few minutes to pull into the lay-by two-fifths of a mile past the traffic lights by the Junction Public House. From there, across the valley, there is an excellent view of Edge House and its position on the edge of Paddock Brow.

COLD HILL

The small settlement called Cold Hill is situated on a flat promontory to the north west of Castle Hill. To find it, start at Almondbury Church, a reasonably well known landmark, and from the front of the church turn right into Westgate (which becomes Kaye Lane). After four-fifths of a mile bear left into Ashes Lane and after a mile turn right into Park Lane where there is a convenient seat. Cold Hill is the small cluster of houses below and beyond the wall in front of the seat.

Two houses, or a house and a barn, called Cold Hill are shown on the 1634 estate map of Almondbury but the settlement is much older than that. Dr. George Redmonds has unearthed evidence that takes the history of Cold Hill back to the mid fourteenth century when William of Coldhill was a free tenant of the manor of Almondbury. Dr. Redmonds, in his book *Almondbury Places and Place Names*, says that by 1425 the tenancy of Cold Hill had been taken over by a family called Overall, who came from Flockton. Towards the end of the fifteenth century the Overalls removed to Bury and for much of the sixteenth century the Ratcliffes were the Overall's tenants at Cold Hill. In the early years of the seventeenth century the Ratcliffes departed and a branch of the Blackburn family moved in.

During the Civil War a member of this family achieved a certain amount of fame – or notoriety. The exploits of Blackburn of Cold Hill are not now widely known so, although the events in which he played a part did not take place in Huddersfield, we feel that his story is worth telling here, near to his family home.

Michael Blackburn was probably born in 1597 (see note p.64). Of much of his life, little is known but when Parliament took up arms against King

Charles I it seems Blackburn followed, supported and fought with Sir John Ramsden on the King's behalf. Sir John was at Selby when, on 11th April 1644, the garrison there was attacked by Parliamentary forces on their way to besiege York. After a short but fierce battle the Parliamentarians carried the day and Sir John Ramsden was one of several Royalists taken prisoner. On 31st May he was committed to the Tower of London for high treason but was released three months later. He died at Newark Castle in 1646. Presumably Michael Blackburn was with him during these adventures for in his own words he '...was servante to Sir John Ramsden and waited on his chambers till the tyme of his death...' For the next two years nothing is known of Blackburn's whereabouts.

After the Royalist defeat at the Battle of Marston Moor, near York, the whole of the north came under the control of Parliament. Two years later King Charles was a prisoner and it was obvious to most that the King's cause was lost. But oblivious to harsh truth, a Royalist general, Sir Marmaduke Langdale, was secretly considering the possibility of wresting Pontefract Castle, which he described as 'the key of the north', from the control of the Parliamentarians. The successful outcome of his scheme would, he hoped, foment an uprising of Royalists in the north. To his side came Captain William Paulden and Colonel John Morris who had themselves been hatching such a scheme. Morris, in fact, had fought on the side of Parliament but had become disenchanted with Cromwell and had retired for a time to his estates at Elmshall. He remained, however, on friendly terms with the governor of the Castle who never thought of suspecting him of treachery. More importantly he made contact with three members of the garrison, Major Ashby, Ensign Smyth and Sergeant Floyd who secretly agreed to help Morris, if they could, from within the castle.

Before he made his attempt, Morris gathered together several accomplices and it is here we meet Michael Blackburn again for, although he later denied involvement, witnesses in their later depositions placed him present at 'the surprizall of the castle'.

One night in May 1648 Morris and his small group of men reared scaling ladders against the castle wall and waited for Sergeant Floyd who had promised to let them know from within when the coast was clear. Unfortunately for the Royalists, Floyd was drunk that night and his watch had been taken over by a loyal member of the garrison who raised the alarm. The attack was hastily called off.

Following the attempt on the castle the governor, Major Cotterell, decided it would be wise to heighten security. Prior to the attack members of the garrison who were not on duty had been allowed to sleep in the town; afterwards they were required to sleep in the castle. Cotterell, therefore, made it known throughout the district that he was willing to buy beds from any who had them to sell.

This was an opportunity not to be missed and early on the morning of the 3rd June 1648 the first purveyors of beds to reach the castle gates were Morris and Paulden accompanied by four others, including Blackburn. All were dressed as country folk and each was secretly armed with a dagger and a pistol. They were closely followed by three more members of their gang who were similarly disguised and armed.

Once within the gates they raised the drawbridge, overcame the unsuspecting guard and drove the rest of the garrison, about thirty men, into a dungeon described by one of the captives as '...beinge a darke place about forty-two steps within the earth'. They were joined there shortly afterwards by the governor who was '...brought thither sore wounded in severall places of his body.'

Within hours the Royal Standard was flying over the castle and Morris had appointed himself governor on behalf of the King. A few days later Michael Blackburn received a commission from Sir Marmaduke Langdale as cornet (sub-lieutenant) in Captain William Paulden's troop. As the news of the capture of the castle spread, Royalists from far and near flocked in to make a last stand for the King and within a month they were three hundred strong. They willingly placed themselves under the command of Colonel Morris who acted with wise forethought in victualling the castle and preparing it for the inevitable siege.

For many weeks the Royalists within the castle held out against the power and might of Parliament outside. In late October two items of unwelcome news filtered into the castle: Cromwell had ordered General Robert Rainsborough north to take charge of the siege and storm the castle and Sir Marmaduke Langdale, the great Royalist hero, had been taken prisoner at Preston. Worse, to intimidate the Royalists within the castle, many of whom had served under Langdale and held him in considerable affection, the Parliamentarians threatened to bring the captive to Pontefract and execute him on the gallows on Baghill immediately in front of the castle

Hastily, in an attempt to save their hero's life, a daring and reckless plan

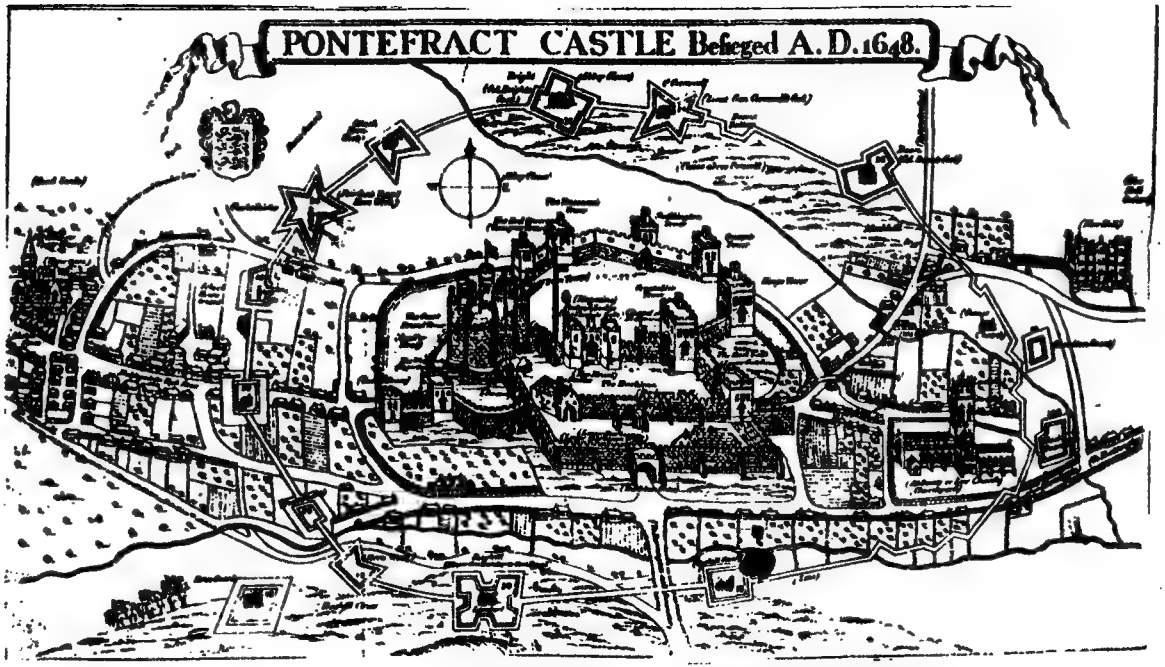
was put together. A small group of Royalists would sally forth, seize General Rainsborough and bring him back into the castle to be used as a hostage for the safety of Langdale. The fact that Rainborough was quartered twelve miles away at Doncaster was regarded lightly.

Just before midnight on 27th October 1648, twenty-two men, commanded by Captain Paulden, Captain Austwick and Cornet Blackburn, stole out of Pontefract Castle on horse-back and somehow managed to make their way through the enemy lines without being detected. It was an extraordinary feat and one that could only be accomplished by audacity, courage, daring and a large helping of the good luck that so often favours the brave.

Daylight saw them at Mexborough where they let it be known that they were a party of Cromwell's horse on their way to Doncaster. All that day they carefully laid their plans and rehearsed their task. They decided to ride around Doncaster, enter the town from the south and then divide into four sorties. Six men would surprise and disarm the main guard, six would range the streets to give assistance wherever it was needed and six would ride through the town and seize the sentries on the north bridge, thus securing the homeward route. The hazardous task of kidnapping Rainsborough was entrusted to Austwick, Blackburn and two troopers.

On Sunday morning, 29th October, the preliminary arrangements were successfully carried out and the raiding party rode straight for the inn where Rainsborough had his quarters. When challenged by the guard in the inn yard they produced a letter and said they had ridden post–haste from Cromwell with news for the General of a recent Scottish victory. The unsuspecting guard allowed them to go up to Rainsborough's bed chamber where Blackburn seized the General's sword and informed him he was their prisoner. Rainsborough was conducted downstairs and requested to mount Austwick's horse. He made as if to obey but with one foot in the stirrup he suddenly yelled for help. Swords were drawn, pistols were fired and General Rainsborough was killed. In that one moment their enterprise failed for a dead general was no use as a hostage. Dejectedly, the four took to their horses and rode pell-mell to join their comrades waiting at the north bridge.

It would seem that, despite the hue and cry that inevitably followed the killing, the Parliamentary forces between Doncaster and Pontefract were less than alert for, having hidden up until nightfall, the party made their way back to Pontefract and, under cover of darkness, successfully re-entered the castle.



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The Parliamentarians regarded Rainsborough's death as wilful murder rather than the result of the fortunes of war. The furore brought Cromwell himself to Pontefract and his Ironsides closed in on the stronghold. In January 1649, King Charles was beheaded but still the diehards would not surrender. Undaunted, they held on proclaiming Prince Charles as King. Grimly, Cromwell strengthened the siege. The misery of privation began to take its toll and in February 1649, Captain Paulden died. By the end of March the Royalists could hold out no longer. Their glorious venture was all but over.

Cromwell offered honourable surrender terms – a free pardon for all but six: Morris the instigator of the plot, Austick and Blackburn who were suspected of being concerned in the death of General Rainsborough and Ashby, Smyth and Floyd who were charged with treasonable correspondence with the Royalists. The defenders of the fortress predictably refused to surrender if they were required to give up their comrades. The reply came back that if the six could escape then God be with them.

So, one spring morning the castle gates were flung open and, with the daring of despair, the six rode out straight at the guard. Smyth was killed on the spot, Morris and Blackburn cut their way through the enemy lines and escaped and the other three were forced back into the castle. As the gates closed behind them they were rushed into a dungeon, supplied with provisions for a month and walled up in a dark corner. After the surrender, a thorough search was made but the three were not found and after the hue and cry died down they quietly pulled down the masonry and made their escape.

Morris and Blackburn made their way to the Lancashire coast where they hoped to take ship to the Isle of Man. Unfortunately, about ten days after their escape, they were betrayed and captured. They were taken to York gaol where, after twenty-two weeks, they were tried for high treason.

In his deposition Morris did not deny that he acted as governor of Pontefract Castle, producing, as his authority for the post, a commission signed by Prince Charles as Captain General under his father, the King. This was disallowed. Blackburn admitted that '...at the tyme when Colonel (sic) Rainsborough was slaine at Doncaster he went forth with the same party ...' but denied any involvement in the killing, saying '...I came not to Doncaster by reason that my horse was tired..' He also said he was not present at the surprising of the castle.

Against him, one witness stated that '... he well knoweth him commonly called Michael Blackburne who was an actor in the conspiracy and

ayded to surprise the castle and continued there under the command of Morris.' The witness had heard Blackburn '...utter many railing words against Parliament and affirm that he had gon forth upon parties and killed severall men'. Another witness said he had been told that Blackburn ' ... was one of those that runne through with his sword and murdered General Rainsborough at Doncaster.'

The two men were found guilty and sentenced to die on the scaffold on Saturday 22nd August 1649. The story, however, is not yet over. On 20th August the two prisoners very nearly escaped from York Castle. Somehow they had obtained a rope – smuggled in by a sympathiser, perhaps. Under cover of darkness Morris lowered himself to the ground outside the castle. Blackburn followed but unfortunately fell and broke his leg. Thus disabled he could not cross the moat and Morris, who could easily have escaped, refused to desert his friend. At daybreak the two were recaptured and returned to prison. The following day they were taken for execution to Tyburn without (outside) Micklegate Bar. Before they died they each testified their steady loyalty to their cause and their King. Their bodies were buried in the churchyard of St. John's, Hungate, York.

N.B. We have estimated Blackburn's year of birth from an account of his execution in *The Criminal Chronology of York Castle* which states that he was fifty-two when he died (Morris was fifty-three). Having seen, in our younger days, several films and read several books detailing the exploits of dashing young Cavaliers we must admit that we were surprised to find that our two gallant desperadoes were distinctly middle-aged. It is, of course, possible that the account is wrong for we have searched the Almondbury Parish Registers from 1590 to 1610 and found no record of Blackburn's baptism. Unfortunately, several pages of the Registers during those years are damaged and parts are illegible so no definite conclusion can be drawn from that source. Searching further, we found a Michael Blackburn who was baptised in December 1619. If the *Criminal Chronology* was wrong (by twenty-two years!) and this is, indeed, our Michael Blackburn then his age when he went off to war would be about twenty-four and his age at death, thirty. In his speech from the gallows Blackburn said: 'I am not a gentleman by birth but my Parents are of an honest quality and condition...' A man of thirty would be more likely to have both parents alive than a man of fifty-two although people did live until their seventies and even eighties in the seventeenth century. On the other hand, a thirty-year-old would, perhaps,

find it easier to escape, even with a broken leg, than a fifty-two-year-old. In the end, perhaps, his age does not matter. He was most definitely Michael Blackburn of Cold Hill in the Parish of Almondbury, one of the district's lesser known heroes.

Anyone who has been gripped by Blackburn's adventures might like to venture further afield to visit other places connected with the story. The ruined Pontefract Castle is certainly worth a visit not only because of Michael Blackburn's exploits but also to see the remnants of past splendour. The illustration on page 62 gives some indication of what the castle was like when Blackburn was there and it also shows the position of the besieging forces. It is quite an interesting exercise to wander round the castle ruins and speculate on the whereabouts of the entry to the dungeon used by the Royalists to imprison the garrison and the dark corner where three Royalists were temporarily walled up. Also worth a visit is an excellent museum near the town centre where, among other things, artifacts, costumes and documents from the Civil War period are on display.

The site of York Tyburn where Blackburn met his end may be found at the right hand side of the A64 about half a mile short of Micklegate Bar. The site which is marked by the word 'Tyburn', inscribed on a low stone, was the scene of hundreds of public executions between 1379 and 1802. There is a suggestion in the Surtees papers that, as traitors, Blackburn and Morris would have been hanged until they were unconscious then taken down from the gallows to be drawn and quartered. If so it is almost certain that their heads would be displayed on the principal gateway into the city, Micklegate Bar.

The cells of York gaol are well known and may be visited but they belong to the Debtors' Prison built in the eighteenth century. The prison where Blackburn was most likely incarcerated was demolished in 1878.

The whereabouts of Blackburn's bones is a mystery. *The Criminal Chronology* states that he and Morris were buried at St. John's Church, Hungate. Hungate is a run-down area between St. Saviourgate and the River Foss but – there is no church or graveyard there today nor was there in 1823 when the premises of the York Union Gas Light Company were built on Foss Bank – the likely site of the church.

Hungate is due to be redeveloped and hopefully the archeologists, who usually go in first, will uncover. under the modern land surface, the site of the church and its graveyard and even perhaps, two headless skeletons.

THE CLAYTON WEST BRANCH LINE

In recent years the Kirklees Light Railway has brought a measure of life back to one of the district's defunct branch lines. It has proved a popular attraction and, no doubt, many of our readers will have taken a ride along the line and, hopefully, wondered about its history.

The struggle for a railway line to serve the Skelmanthorpe and Clayton West district was a long one. It began in November 1844 when a survey was made for a line from Huddersfield to Penistone via Kirkburton. Such a line would have served the district but the scheme was dropped when a Bill authorising the construction of the Huddersfield, Penistone and Sheffield Junction line was passed in June 1845. In 1849 the Lancashire and Yorkshire Company proposed a line to Darton which would pass through the Skelmanthorpe and Clayton West district. Authorisation for the line passed through the committee stage in the House of Commons but was narrowly defeated in the House of Lords.

Six years later, in 1856, the Huddersfield to Barnsley Collieries line was proposed. A subscription list was opened but at that time investment in railways was seen as a risky business and the undertaking failed for want of funds. Four more years passed and, at last, tired of being so neglected the inhabitants of the district send a deputation to Derby on 31st July 1860 to ask the Midland Railway Board to make a line for them. They were sympathetically received by the Board who assured them that it was, indeed, absolutely necessary for a line to go through the district. Unfortunately, the Board members did not see their way to providing it.

Circumstances, however, alter cases and when the London and North Western Company started building the Huddersfield to Kirkburton branch line in 1865, the Midland Company sought powers to build an extension railway from Kirkburton to Barnsley. This again would have served the Skelmanthorpe and Clayton West district and it seemed to the locals that their long struggle was over. After a hard fight in the House of Commons a Bill authorising the line was passed. An even harder fight in the Lords followed and the Bill was within an ace of being passed when the Manchester Sheffield and Lincoln Company and the Lancashire and Yorkshire Company stepped in and jointly agreed to give the Midland Company running powers to Huddersfield and Penistone. Once again the district was shut out. However, a measure of hope remained as the L. and Y. Co., to placate many indignant voices, pledged themselves to make a branch line to Clayton West

at some future date and in 1866 a Bill was passed authorising the line.

Several years went by without any action and the locals came to suspect that the company had no intention of building the line. Their suspicions were confirmed when, early in 1874, the Company went to the House of Commons to request a postponement. They were opposed by John Kaye J.P. of Clayton West who had been one of the chief promoters of the line since 1844. Kaye pleaded that the pledge made by the Company was binding and should be honoured. He won his case; at last Skelmanthorpe and Clayton West would have their railway.

On 27th November 1872, twenty-eight years after the campaign had commenced, the first sod of the Clayton West branch line was cut in a field where the Skelmanthorpe Station was to be built. The ceremony was performed by John Kaye who, ever hopeful, confidently forecast that soon the first sod would be cut for a line from Clayton West to Barnsley that would complete the system. His confidence was misplaced.

The Clayton West line left the Penistone branch line at Shelley and Shepley Station and ran through Shelley Woodhouse and Skelmanthorpe to the terminus at Clayton West Station, three miles away. The principal civil engineering works on the line were deep cuttings near to Skelmanthorpe Station and the Skelmanthorpe tunnel, 559 m. (611 yds.) long, which was built wide enough to accommodate a double track if required; it never was. As usual, navvies were brought into the area to do the digging and huts were put up for their accommodation at various places along the line including Shelley Woodhouse and Skelmanthorpe. Their presence in the area led to a strange and violent episode known afterwards as:

THE SKELMANTHORPE RIOTS

Over the years, navvies had acquired a reputation for disorderly riotous and even criminal behaviour and their appearance in Skelmanthorpe was not welcomed by the locals. So great was their anxiety that they asked for a supernumerary policeman to provide protection from the anticipated lawlessness. Curiously, things happened differently for, from the beginning, it was the locals who caused trouble. For two years they intruded on the works, attacked the huts and shouted insults at and picked fights with the navvies, presumably in the hope of getting rid of them. By October 1874, the village was seething with ill-feelings and fights between truculent locals and the despised navvies were becoming more frequent, especially on Saturday eve-

nings when the navvies visited local public houses. The navvies proved themselves strong opponents and, in a fair fight, man against man, they invariably won. Frustrated, the Skelmanthorpe men soon resorted to underhand tactics. One of them would confront a group of two or three navvies, insult them and challenge them to fight. Once the blows began, several locals came out of hiding to join in the fight taking great delight in kicking the navvies with their metal tipped clogs.

On Saturday, 7th November 1874, a fierce skirmish broke out in front of the Commercial Inn. This time the numbers were evenly matched and the conflict was long and hard. Eventually, the navvies saw off the locals and triumphantly made their way back to their huts at Shelley Woodhouse leaving their demoralized opponents in disarray.

The following afternoon, still smarting from their defeat, a group of locals invaded the huts to fight a return battle but the navvies once again prevailed. Obviously, two defeats rankled and during Monday plans were carefully laid in the village. The local hot-heads had no intention of losing again and, spreading their grievances round the village, they recruited more and more people to their cause. Tomorrow, they were determined to be the victors.

Between Skelmanthorpe Station and Shelley Woodhouse the line of the railway runs through a deep cutting called, in those days, Old George Cutting. On Tuesday morning, 10th November, some two hundred navvies were at work in the cutting unaware that a group of about a hundred locals were making their way towards the line. Picking up stones as they went the attackers quietly dispersed into the fields above the cutting closely followed by twenty or more women who carried extra ammunition in their aprons. Once in position along the edge of the cutting the men opened up a bombardment on the navvies fifty feet below. Although there were more misses than hits the navvies took immediate action to defend themselves. Their position was difficult for advantage in battle usually belongs to those who hold the high ground but, armed with pick shafts, shovels and hedge stakes, they scrambled up the steep side of the cutting to meet the enemy at close quarters. Soon, by sheer weight of numbers, the locals were driven back to the road. Once again the navvies scented victory but exhilaration turned to alarm when a large back-up group of locals came out of concealment to join their beleaguered comrades. Another volley of stones scattered the navvies and drove them back towards the railway. But an appeal for help had been

sent to another group of navvies working near Skelmanthorpe Station who armed themselves and set out to defend their own. Outnumbered and in danger of being closed in by the navvies the locals dropped their ammunition and ran.

The locals had chosen that particular day for the attack because they knew the Skelmanthorpe police would be engaged at the Police Court in Huddersfield. However, Sergeant Battye of Scisset heard of the attack and, accompanied by two constables, arrived at Shelley Woodhouse at eleven o'clock, an hour after the start of the riot. He found some fifty navvies preparing to march on Skelmanthorpe and the regrouped locals about to march on Shelley Woodhouse. As the two groups converged, positions were taken and insults were hurled as well as stones. Sergeant Battye immediately went into the fray to inform the ringleaders that a telegram had been sent to Huddersfield and police reinforcements were on their way. Both sides immediately withdrew and the riot fizzled out.

In response to the telegram, Superintendent Heaton sent a squad of seventeen policemen by the 2.30p.m. train to Kirkburton. From the station there they marched to Shelley Woodhouse where the navvies cheered their coming. By that time, of course, the local gang was nowhere to be seen and the excitement was over.

Afterwards, sporadic fighting seems to have continued, for three weeks later three Skelmanthorpe men, Joseph Hey, Ellis Senior and John Turton, all weavers, were summoned to appear at the Police Court in Huddersfield charged with assaulting three railway workers on 28th November. Stating the case, Superintendent Heaton said that the navvies were quietly enjoying a Saturday night pint in the Commercial Inn when the three defendants entered. Their demeanour towards the navvies was exasperating and annoying and when the landlord tried to intervene they turned off the gas. The police were informed and Constable Cullingworth was sent to warn the defendants to moderate their behaviour. After about half an hour the navvies left, closely followed by the defendants who, once outside, threw stones and tried to provoke a fight. Constable Cullingworth who was still in the vicinity intervened and arrested the three locals.

The Chairman of the Magistrates, summing up, said he was determined to put a stop to such lawless behaviour and sent the three men to prison for two months with hard labour. Perhaps these custodial sentences brought the locals to their senses for afterwards there were no more reports of trouble.

This strange episode challenges, perhaps, the familiar idea that wherever they worked navvies could be expected to live up to their reputation for hard drinking, and unruly behaviour. In Skelmanthorpe the unrest arose entirely from such preconceptions held by the locals who expected the navvies to disrupt the neighbourhood. When this did not happen, the locals, unable to suppress their prejudices, heckled the navvies, harassed them and challenged them to fight. The police had no hesitation in attributing the trouble 'entirely to the repeated, insulting and brutal conduct of the Skelmanthorpe people towards the navvies'. As Superintendent Heaton pointed out, far from needing a supernumerary policemen to protect the inhabitants from the lawlessness of the navvies it had turned out that extra police were needed to protect the navvies from the inhabitants.

N.B. If you are in the district, or passing through, it is easy to find the places associated with the Skelmanthorpe Riots and the Clayton West line. Follow the B6116 through Kirkburton towards Skelmanthorpe. Shelley Woodhouse is the area about two thirds of a mile beyond Shelley Church. The railway line is beyond and below the fields on the left opposite the school.

Soon after entering Skelmanthorpe turn left, by the Grove public house, into Station Road and in about 92m. (100 yds.) turn left again into Strike Lane. This was probably the way the combatants came from Skelmanthorpe. Continue along Strike Lane to a bridge spanning the railway line. To the left of the bridge are the fields where the locals took up their position and 15m. (50 feet) below is Old George Cutting. To the right of the bridge, and a little distance away, is the site of Skelmanthorpe Station where the backup navvies were at work on the day of the fight.

Retrace the route along Strike Lane and Station Road and turn left into the main road through Skelmanthorpe. In about a quarter of a mile notice the Chartist public house on the right. This was the Commercial Inn, scene of several fights between locals and navvies.

Of course, an excellent way to see the cutting and other features of the branch line; including the tunnel, is to take a ride on the Kirklees Light Railway. To find it continue through Skelmanthorpe on the B.6116 and on reaching the A.636 turn left. After about two thirds of a mile turn right to follow the brown signs. The modern station is situated just a few metres down the line from the original station of which only a few large flagstones and part of a wall remain.

BEYOND COOPER BRIDGE

When we explored the Colne Bridge area for 'Discovering Old Huddersfield' (part three) we knew that beyond Cooper Bridge there were a few interesting features worthy of comment but our way, at that time, lay in another direction. Now, this book of 'bits and pieces' allows us to repair the omission. Street parking in the area is impossible but the Three Nuns public house offers excellent refreshment and it has a car park.

It is obvious from its style that the present Cooper Bridge dates from the 1930s but it stands on or near the site of much earlier crossing which, long ago, was by way of a ford. The name 'Cooper' is a corruption of Cow Ford (pronounced locally as Cooford) and so had nothing to do with barrel makers. The first bridge built near to the Cow Ford was erected in the twelfth century by the monks of Fountains Abbey who had extensive land holdings in the Bradley area and who would require bridges to open up their estates (see D.O.H.3 p.65).

Near to Cooper Bridge the River Colne empties into the River Calder and the valleys of both rivers influenced the direction taken by the turnpike roads, navigations and canals of the eighteenth century and the railways of the nineteenth century. All three forms of transport come close together at Cooper Bridge (see D.O.H.3 pages 6,55,61 & 62).

THE RAILWAY

About 183m. (200 yds) past Cooper Bridge (going away from Huddersfield) the railway crossing Leeds Road is of some interest as it was the first line to operate in the area. The immediate success of the Liverpool to Manchester railway which opened in 1830 led to calls for a railway connection between Lancashire and Yorkshire. There was a suggestion at the time that filling in the Huddersfield Narrow Canal would provide a convenient, level and inexpensive route through the Pennines. This ingenious (or ingenuous) idea came to nothing and it was not until 1836 that work began on a route that had been surveyed by the great George Stephenson six years earlier. The line from Manchester to Littleborough was completed in July 1839 and the connection to Normanton in October 1840. At Normanton the line joined the North Midland line to Leeds. The Manchester and Leeds railway, as the line was called, followed the Calder Valley and had stations at Elland, Brighouse and Mirfield. Huddersfield, unfortunately, was bypassed.

At a meeting held in 1842 influential local businessmen, eager to be part of the railway boom, asked the Lancashire and Yorkshire Company to build a branch line into Huddersfield. The Company was not enthusiastic and refused to consider building the high level line that would be necessary to make feasible a future extension through the Pennines into Lancashire. Building a line at river level they pointed out would be much less expensive. Feelings ran high and when the L. and Y. spokesman famously declared 'Huddersfield is not worth stopping a train for' the meeting ended in uproar. Subsequently, a local company was formed to build the desired high level line into the town. Until that line was completed in 1847 local railway passengers had to rely on Ellam's horse buses to carry them to and from the nearest station at Cooper Bridge.

The railway station at Cooper Bridge was closed and its buildings demolished during the Beeching era. Today, the only evidence of its existence is the walled up entrance which may be seen under the railway bridge. This doorway, which formerly gave access to the platform via a flight of steps, was erected by the Lancashire and Yorkshire Company in 1902 when the station was rebuilt. It is said to owe its rather grand design to Sir George Armytage of Kirklees Hall who was chairman of the company between 1887 and 1918.

DUMB STEEPLE

About 183m. (200 yds.) beyond the railway bridge, near to the junction of three very busy roads, stands the obelisk know by the strange name, 'Dumb Steeple'. It was moved to its present location from its original position at the centre of the road junction when it became a hindrance to the flow of modern traffic. The strangest thing of all about Dumb Steeple is that nothing is known of its origin or history although there is general agreement that the present edifice is an eighteenth century replacement of an earlier stone or timber pillar.

Lack of ascertainable evidence has never, will never and should never stop informed speculation and there are several rival theories concerning Dumb Steeple, the most fanciful of which is that the original pillar was a relic of the primitive worship of Phallus. A Mr. Henry Speight who put forward this theory remarks that the Dumb Steeple, near Kirklees Park, is a comparatively late erection that commemorates Phallic worship!

A more favoured idea, first recorded by Charles Hobkirk in 1859, is

that the original edifice was a sanctuary cross connected with nearby Kirklees Priory. The medieval custom of sanctuary, associated with religious establishments, offered safe refuge to law breakers for forty days during which time if they confessed their guilt they would be allowed to go unmolested into exile. Hobkirk's idea, which found favour with the other local historians, was that the Dumb Steeple, originally known as the Doom or Doomed Steeple marked one of the boundaries of sanctuary for 'doomed' persons.

Another suggestion connecting Kirklees Priory with the Dumb Steeple comes from Taylor Dyson in his book *The History of Huddersfield.* He points out that there are many instances of steeples built within the precincts of monastic premises but away from the main buildings. The name, Dyson suggests, could have arisen because the steeple had no bell and was, therefore, dumb.

Later writers, including Philip Ahier, disagree with the sanctuary theory. Kirklees Priory was, in fact, a small and not very rich nunnery. Ahier, says, 'Such privileges (as sanctuary) were usually granted to Abbeys, Monasteries and kindred male institutions.' He also points out that there is no reference in the charters of Kirklees Priory to the precincts of the priory ever having been used for that purpose.

Ahier's own theory discounts any connection between the Priory and the obelisk. He believes that, 'the original pillar may have been erected to define the limits of several townships and parishes which converge in its vicinity viz., Mirfield, Clifton and Hartshead.' If it was a boundary post then the name 'Dumb Steeple' might be a corruption of '*Domini Stapulus*' meaning lord's post, the pillar set up on the boundary of his estates by a feudal lord.

Yet another theory has been presented by members of the Mirfield Civic Society who recently set up the blue tablet on the wall behind the obelisk. This says that the Dumb Steeple was 'built around the 1760s and may have replaced an earlier structure that stood as a guide post to the Cowford.' Going off at a slight tangent, it is interesting that the name 'Stapleford', found in several parts of England, means 'ford marked by posts' from the Old English words 'stapol' (pillar of wood or stone) and 'ford' (river crossing). Places so named would have had either a dangerous ford where the crossing needed to be marked or a ford that needed to be pointed out because its position was not obvious from the road. This idea, then, accounts for the 'steeple' element in the name but if it is correct we have to question why 'Cowford' never became 'Stapleford'. Perhaps the answer lies in the dis-

tance between the stapol and the ford.

A final point needs to be made. In 1719 John Warburton, an eminent surveyor and map maker, surveyed in some detail the roads in these parts but he makes no mention of the Dumb Steeple, nor is it shown on Jefferey's map of 1772. Of course, the most likely explanation is that the usually meticulous map makers merely overlooked the obelisk. On the other hand, it could mean that the present structure was not erected before 1772 and did not replace an earlier one.

In the end, we must say that whatever its history, whatever its purpose, whatever its age the Dumb Steeple is well named for so far as facts go, as opposed to theories, all is silence.

THE RENDEZVOUS

At about half-past-nine on a cold April evening in 1812, two men stood near the Dumb Steeple quietly awaiting the culmination of their careful planning. They were George Mellor, leader of the local Luddites, and William Thorpe his second-in-command. As they waited their thoughts turned to the successful machine breaking attacks they had recently led on several mills in Huddersfield. As a result, some mill owners had already removed their machines and others had announced their intentions of doing so. A few, however, stubbornly refused to give in to threats and blackmail.

With confidence born of success Mellor determined to lead a large scale attack on one of the intransigent mill owners. He put forward his idea at a meeting of all the West Riding Luddite leaders held at the Crispin Inn, Halifax. Tradition has it that it was a toss of a coin that made Rawfolds Mill at Cleckheaton the target rather than Ottiwells Mill at Marsden. The night chosen for the attack was Saturday 11th April 1812, the meeting place was the Dumb Steeple.

During that day, trusted messengers had visited known Luddites and sympathisers to deliver firearms, powder and ball and to give last minute directions to the meeting place. Waiting at the rendezvous, Mellor and Thorpe knew that they would need a large force to be sure of success and they were relieved when, by ten o'clock, they had been joined by about sixty men; half an hour later another hundred had arrived. Some of the men were masked, others had blackened faces and each had a small white flash on his hat to make initial identification easy in the dark. At eleven o'clock, in the shadow of the Dumb Steeple, Mellor and Thorpe began to organise their men into

companies. Two companies were armed with pistols, one with muskets and one with hatchets, mauls and large hammers. The muster was called by number – names were never used in the Luddite Organisation – and Mellor detailed two of his pistol men to the rear to make sure no-one defected during the march. Even at this stage he was not completely confident that his men's courage and resolve would hold out.

At about half past eleven, their feelings a mixture of exhilaration and apprehension at the task ahead, the little army left the Dumb Steeple behind and quickly moved off into the night. Their way would take them through the fields near Kirklees Hall, over the ridge to Hightown on Hartshead Moor and down quiet paths to Rawfolds Mill in the Spen Valley. It would also take them to bitter defeat.

William Cartwright, the mill owner, in expectation of trouble had taken steps to defend his property. Locked in the mill with three loyal workmen, five soldiers and a stock of primed guns he managed to repel the raid. Several Luddites were wounded, two mortally, and their screams drained the resolve of the other attackers. There was nothing Mellor could say or do to prevent the flight of his army. After just twenty minutes he called off the attack.

With his victory Cartwright proved that the Luddites were by no means invincible and it was the humiliation of defeat coupled with a sense of outrage at the death of two of their men that led Mellor and Thorpe to change their target from machines to masters. Just over two weeks later William Horsfall of Ottiwells Mill was dead at their hands (see D.O.H.2ii No.25).

On Friday 8th January 1813 Mellor, Thorpe and their accomplice Thomas Smith were executed for the murder of Horsfall at the new drop behind the castle walls at York. Eight days later fourteen men followed them to the scaffold to be hanged for the Rawfolds attack and other Luddite activities.

Although these judicial punishments brought the Luddite Movement in Huddersfield to an end, discontent continued to smoulder and in 1820 local magistrates received information that a general uprising of workers was to be attempted and the town could expect to be attacked in force. The rendezvous was once again to be the Dumb Steeple and the firing of a bonfire on Castle Hill would signal the march on Huddersfield. The date of the attack, 30th March, was known well in advance by the authorities who, on that day, took prompt measures to defend the town. Barricades were thrown up, shops were shuttered, the military was concentrated in the Market Place and special

constables patrolled the streets. The signal on Castle Hill was duly lit and the inhabitants of the town awaited the insurgents. But the authorities' vigorous preparations must have been widely reported and if men did, indeed, assemble at the Dumb Steeple that night they found discretion of more immediate concern than valour. No attack ever came.

KIRKLEES

In the field behind the Dumb Steeple a stone wall running in a north-westerly direction follows exactly the course of a tree-lined path which, a hundred or more years ago, led from Wakefield Road (then called Obelisk Road) into the Kirklees estate. The path has long since been ploughed out but a gated entrance survives in the southern boundary wall of the estate which may be seen near the top of the gently sloping ground to the north west of the obelisk.

As we have seen, some historians insist on a close connection between Kirklees and the Dumb Steeple and we feel it will not be out of place here to give a short account of the priory and to mention some of the stories attached to it. We do not include a visit as the estate is private but limited visits to the grounds are allowed on very occasional open-days.

Kirklees Priory, a nunnery of the Cistercian Order, was founded around the year 1135 when Reiner le Flemying, Lord of the Manor of Clifton, granted 'to God, St. Mary and the Nuns of Kuthales the place in which they dwell, to wit Kuthalay and Hednesley as the water of Kalder goes to the old mill as far as to the river ....and from Wagstan and so by the boundary of Liverseg and Herteshevet and Mirfield. All within the limits so named.' Some of these place names are lost but Liversedge, Hartshead and Mirfield have survived and these together with the Calder give some idea of the extent of the nuns' original land holding. The mill on the banks of the Calder worked for hundreds of years after 1135. Its site is now occupied by the popular Old Corn Mill public house.

During the four hundred years it existed, Kirklees Priory had twenty-one Prioresses of whom the earliest known is Elizabeth de Stainton. Her grave was discovered in 1706 north of the main priory site, in what was probably the convent chapel. The Cistercian rule was strict and the life austere, the nuns' days being devoted to prayer, contemplation and periods of manual labour on the land.

In the early years of the fourteenth century the Archbishop's Registers

at York reported an indelicate situation at Kirklees: 'The Archbishop having heard that there are scandalous reports in circulation about the nuns at Kirklees, especially Elizabeth de Hopton, Alice le Raggid and Joan de Heaton, that they admit both clergy and laymen too often into secret places of the monastery and have private talks with them, from which there is suspicion of sin and great scandal arises: he commands the Prioress to admonish the nuns, specially the above named, that they are to admit no-one whether religious or secular, clerk or layman unless in a public place and in the presence of the Prioress and any other two ladies.'

The severe warning must have gone unheeded for in 1315 Joan de Heaton was judicially convicted, before the Archbishop, of the crime of incontinence with Richard de Lathe and Sir Michael, called the Scot, a priest. In November of the same year Alice le Raggid was, on her own confession, convicted of incontinence with William de Heaton of Mirfield. They were expelled from the community. Margaret de Burton, who had also sinned, was allowed to return to the priory after she had prostrated herself before the gates and carried out the prescribed penance.

It is clear from the names of three of the sinful nuns, Heaton, Hopton and Burton, that local girls entered the Priory. It was quite a common practice for families to give a daughter to the religious life whether she had a vocation or not. The name of the fourth, Alice le Raggid suggests that the Priory accepted poor girls – orphans perhaps. In the early fourteenth century many ordinary people had not yet acquired a hereditary surname and poor Alice would have been named according to her condition – the ragged one.

Over the years, the nuns of Kirklees acquired a good deal of land, including pasture in Shelf for four hundred and eighty sheep with as many lambs, for ten cows with as many calves, for eight oxen and for one horse. True to the Cistercian ideal, the nuns were great farmers.

Kirklees was never one of the great and rich Cistercian houses and, at the time of the dissolution of the monasteries it was worth just over £19 per annum and housed only the Prioress, six nuns and two novices. The last Prioress, Joan Kepasst, was ejected in 1540 and lived out the rest of her days at Mirfield on a pension of £2 per annum.

Fifteen years later the priory and its precincts were acquired by John Armitage of Farnley Tyas. He, or his son, built a mansion house on the hillside overlooking the priory site, probably using the old convent buildings as a convenient quarry. The Armytages (the change of spelling must have been

a deliberate attempt to distinguish themselves from hundreds of other Armitages in the area) remained in occupation until the 1990s when the mansion and outbuildings were sold to developers and converted into private dwellings.

By far the most intriguing legend connected with Kirklees concerns the death of Robin Hood whose grave is marked on Jefferys' map of 1772. The tradition of Robin's death and burial at Kirklees is very old. It first appeared in print around 1500 in 'A Lyttel Geste of Robyn Hode' a collection of ballads thought to date back to the thirteenth century.

Leaving aside the contentious issue of whether Robin actually existed, the story goes that, feeling unwell, he came to Kirklees with his companion, Little John, to have his blood let by his kinswoman, the Prioress. In the Middle Ages, blood letting was regarded as a cure for all ills and, at a time when doctors were few, bleeding irons were often administered by women. The Prioress, whose name is not mentioned, dismissed Little John and took Robin to the gatehouse of the priory. There, incited by her lover, Sir Roger of Doncaster who bore a grudge against Robin, the Prioress deliberately pierced a vein. The ballad graphically describes the results:

And first it bled, the thicke, thicke bloode
And afterwards the thinne,
And well then wist good Robin Hoode
Treason there was within.

Knowing he was dying, Robin made his peace with God, and told Little John to carry him to his grave,

And sett my bright sword at my head,
Mine arrows at my feete.
And lay my yew bow by my side
My met-yard wi....

There the ballad breaks off. The story that Robin summons Little John with three blasts on his hunting horn, shoots an arrow through the gatehouse window and commands John to bury him where it falls is an eighteenth century embellishment.

After Robin's burial in unhallowed ground the Prioress laid a great stone

slab on the grave. Seventeenth century scholars, who saw it, said on it were inscribed the names of Roberd Hude and other outlaws. They make no mention of an epitaph. Yet in the nineteenth century, by which time the stone was badly damaged, another stone was erected bearing an epitaph said to be copied from the original grave stone:

Hear undernead dis laitel stean
Lais Robert earl of Huntington
Nea arcir ver as hei sae geud
An pipl kauld im Robin Heud
Sick utlawz as hi an is men
Vil England nivr si agen
Obiit 24 Kal Dekembris 1247.

This is obviously someone's fanciful idea of 'Olde English' and must be regarded as a spurious attempt to reinforce the legend.

A grave site and a gatehouse do still exist in Kirklees Park but, as the former was excavated in the eighteenth century by Sir Samuel Armytage who found the ground had never been disturbed and as the latter is thought to be post-Reformation, even their authenticity must be questioned.

So, should we question the authenticity of the man himself? There are no official documents, either local or national, recording his criminal activities or even his nuisance value. The only information about Robin is to be found in ballads, the earliest of which would have been composed for and recited to audiences who enjoyed a stirring tale. As time went by, several new ballads introducing new characters and adventures appeared and by the end of the fifteenth century Robin Hood was well established as a character in plays written to celebrate May Day. Robin's connection with the earldom of Huntingdon is a late invention; in the earliest ballads he is a yeoman, a man of the people, who pitted his wits against those in high office and won. In this, even though the early stories make no mention of robbing the rich to pay the poor, his appeal to the common man would be irresistible. So the story grew and spread. Some well known characters, Maid Marian, Friar Tuck and Alan a' Dale for example, were taken from other literary sources and brought into later ballads to enhance the Robin Hood stories. And if they are the stuff of legend perhaps Robin, too, should be consigned to mythical realms.

One thought, however, remains: fictitious heroes usually comes to glorious ends. King Arthur, for example, died fearlessly in battle and in death was taken on a magic boat journey to rest in Avalon, beyond the west. Surely if Robin Hood was pure invention the early balladeers would have sung of a courageous death and a mystic burial, perhaps in the beloved greenwood. But Robin's death at the hands of a woman was far from glorious and Kirklees, lacking in prestige and romance, is an unlikely resting place for a hero. Perhaps then, in the manner and place of his death, it is just possible to assert a measure of belief in the existence, if not of Robin Hood, then of a people's hero very much like him.

THE THREE NUNS

About 230m. (250 yds) away from the Dumb Steeple, the Three Nuns public house stands on the site of a much older establishment known by the same name. A plaque on the wall, put up by Mirfield Civic Society says that a tavern probably stood here in the sixteenth century and maybe as long ago as the fourteenth century and suggests that after the dissolution in 1539 'three nuns from the Priory may have taken over the tavern.' On the other hand, Taylor Dyson in The History of Huddersfield says that the inn's name probably recalls Prioress Elizabeth de Stainton and her two sisters, Agnes and Mary. Unfortunately the two theories cannot be reconciled as Elizabeth de Stainton was dead long before dissolution. The source of the name is a mystery unlikely ever to be solved but of one thing we can be sure: the three nuns in question were not Alice le Raggid, Joan de Heaton and Elizabeth de Hopton. The Armytages owned the inn from 1565 until they sold it in 1935. The present building dates from 1939.

Near the Three Nuns a substantial bridge carries Leeds Road over a narrow stream. The stream which flows through Kirklees Park must have been the Priory's main water source and its name, Nun Brook, recalls those far-off days when a small group of holy ladies settled in a beautiful valley, where they should have been remote from the ways of the world.

On leaving the Cooper Bridge area, readers might like to make the short journey to Mirfield to pick up the route of the car tour beginning on page 85.

POOR JAMES.

On 27th February 1689 a poor boy was tied on the back of a horse in Dewsbury and led through Mirfield, Kirkheaton and Dalton to Hudders-

field. It was to be his last journey on earth. We know nothing of him prior to his appearance in Dewsbury apart from a comment that he had outrun his master. Whatever his situation before, when he arrived in Dewsbury he was ill, penniless and in need of help and shelter. He was kindly treated by two local women but was not allowed to stay in Dewsbury for long. Itinerant strangers who were discovered within the boundaries of a parish or township that was not their own and who might, because of age, poverty or imfirmity, become a charge on the township received scant sympathy from local officials. After the Law of Settlement Act was passed in 1662 removal orders were easily obtained which enabled local overseers and constables to convey strangers to the first township along the road towards the place where they were born. If the first township would not receive them then the process was repeated.

On Monday 25th February 1689, James Stancliffe a boy of about fourteen years of age came to the house of Michael Parker in Dewsbury to ask for lodgings. Parker's wife, Easter, received him kindly, gave him some warm meat and told him he could spend the night in the barn where there was enough straw to keep him warm. James told her he was 'sicke sometimes and his leggs would not carry him.' The next morning Easter fed him again and then went to 'acquaint the constable and others of the towne how it was with the boye.'

A little before nightfall on 26th February James went to the house of Roger Holgate where he 'sate him downe and fell asleepe and slept about halff an hower.' He then went out of doors and disappeared. A search was organised by the constable and he was found among some straw in Michael Parker's yard. He was returned to the Holgate house where Jane Holgate settled him 'by the fier-side in an old coverlet and a quishinge under his heade.' At nine o'clock, after they had gone to bed. Easter Parker sent a pennyworth of ale for James if he was thirsty during the night.

After an uneasy night, James rose at daybreak and sat by the fire. The constable, who by this time had made arrangements for the boy's removal, came to the house to pay the Holgates twopence for 'his lodgings and for fier and waytinge on him.' With him came Abraham Cosin who had been hired to lead James to the next township, Mirfield. After drinking a pint of warm ale James was put up on Cosin's horse and tied to the saddle because he could not support himself or sit upright. Before they left, Easter Parker came with some bread and cheese for the journey and a white cap which she

tied on the boy's head. This was to be the last act of tenderness in James' life.

At about ten o'clock in the morning on 27th February Cosin approached Joseph Allison, constable of Mirfield 'with a boye tyed on horseback, with a coard about his middle and tyed in a packe saddle.' Cosin told Allison he had brought the boy by virtue of a paper signed by the minister and constable of Dewsbury. When Allison said he would not receive the boy Cosin threatened to 'set him downe at his dore.' Allison asked Cosin to carry James to the next constable at Kirkheaton but he refused to go without wages. Eventually they agreed on fourpence, a pennyworth of ale and 'another potte when he came backe.'

Pack Saddle

At about mid-day Cosin and James were in Kirkheaton. Grace Jepson the wife of the constable said that the boy was very sick and had very bad clothes. She 'askt the childe why he had no better cloathes, but he could not speake ....beinge very weake.' She burned him some drink which he was unable to swallow but when they took him off the horse and into the house he revived a little. Grace was perturbed because she had nobody to send with the boy to the next constable at Dalton. Cosin said he would carry him for pay and 'demanded a shilling for goinge thither, it beinge but twoe myles.' After some argument Cosin settled for ninepence and some meat, drink and tobacco. After tying James on the horse again Cosin went back into the house to smoke his tobacco. Then the two set off towards Dalton.

At about 2 o'clock Cosin and James arrived at the house of Joseph Dyson, constable of Dalton. Dyson said the boy was so bad he did not hear him speak all the time they were there. Cosin told Dyson that he had been hired by the constables of Dewsbury, Mirfield and Kirkheaton and 'if he pleased to hyer him hee wold carry (James) to Huddersfield beinge the next constablery.' He asked for a shilling but 'it beinge but a myle' accepted sixpence.

An interested onlooker, Joshua Eastwood, who overheard the conversation between Cosin and the constable, said, 'the childe was very sicke and lookt as if he would dye.' He heard Cosin say that the boy had outrun his master and had fallen sick in Dewsbury. As Cosin turned the horse out of the

fold, 'the childes head hung down, first one waye and then another, and (he) wold have falne off but he was tyed on with coardes.' Eastwood watched them go towards Huddersfield and heard Cosin tell the boy 'to sitt up for he cold ryde well enough and he shold goe to Huddersfield one litle myle and might goe up by the church-yard-side and might see the place where he might be buried.'

Later that afternoon, Mary Shaw of Huddersfield saw the pair at 'Huddersfield towne end and because shee sawe his heade hange downe very lowe she went nere and tooke hold of the boye's hand...' She told Cosin she thought the child was dead but he told her to 'let him alone for I have but to goe to the constable with him.'

Richard Thewlis, constable of Huddersfield, said that when James arrived at his house 'he was so weake with sickness that he cold not hold up his heade but it hunge below the sadle crutch on the farr side and some part of his face did, by the movinge of the horse, knocke against the sadle crutch. And soone after he got James into his dwelling house he dyed.'

The tragic story of James Staneliffe is condensed from depositions made on 11th March 1689 before John Hargreaves, Coroner of Huddersfield, when Abraham Cosin was arraigned for murder. Cosin, naturally enough, tried to lay the blame on the constables who refused to receive the boy. Unfortunately, we have been unable to discover the outcome of the case but, as there is no record of an execution in *The Criminal Chronology of York*, perhaps Cosin received a lesser sentence.

FROM MIRFIELD TO HUDDERSFIELD IN THE 17th CENTURY.

After we had read James' story we wondered if it would be possible, 312 years later, to follow in his footsteps and thus provide, in these pages, a short car tour for anyone interested in bygone routes. Of course, as with any long-ago journey where details are scanty, assumptions have to be made and theories tested. In this case we have four clues: the distance from Kirkheaton to Dalton (2 miles), from Dalton to Huddersfield (1 mile), the mention of a 'fold' at Dalton and the place name 'Huddersfield Town End'. We had, of course, to assume that Cosin led James along the highways and footways of the time rather than taking off over the fields.

So, after picking out a likely route on old maps we set out one cold February day to assess its possibilities (although we did not do so on foot). Twice we found that parts of the old road have disappeared but in those

places it was possible to describe the line of the lost sections and rejoin the route further on. Now, whilst we cheerfully admit that our route is merely conjectural as to the way taken by Abraham Cosin it does, nevertheless, fit in with distances and place names, it does use roads that were in existence in the seventeen century and it was a viable route between Mirfield and Huddersfield. Let us assume, then, that Cosin knew it and, by an even greater assumption, say he and his woebegone charge came this way.

So that the tour might be easily undertaken after the exploration of the Cooper Bridge area, described in the previous section, we decided to pick up the route at Mirfield which is two miles from the Three Nuns along Huddersfield Road. Here and there, as is our wont, we point out interesting sites along the way but if you decide to follow the route remember that virtually all of them post date 1689 and, above all, remember poor James.

In Mirfield turn right into Station Street, cross the bridge over the Calder and turn right into Granny Lane which soon becomes Hopton Lane. Follow this for 1.2 miles to the top of the hill.

The word lane indicates that this is an old route as does its steep gradient. In his book *Huddersfield Highways Down the Ages*, W.H. Crump says of Hopton Lane: '....it was a deep narrow lane with a causey running along the middle, rocky and overhung with bushes. The side causeway was in many places a yard or so higher than the road and there was hardly room for two carts to pass.' It would not be so very different when James came this way.

At the top of the hill, opposite the Blacksmith's Arms, notice the old milestone on the left hand side. Direction posts or stones at cross-highways were originally required by law in 1697 but, despite legislation, signposting remained sporadic. Further orders were necessary in 1733 when local officials were particularly required to set up direction posts on large moors and commons 'where intelligence is difficult to be had' and in 1738 when distances had to be stated. The much weathered guidestone here, which stands on a later base, fulfills all the requirements: it stands on Heaton Moor at cross-highways, it is dated 1738 (although the date may be retrospective) and it directs to Barnsley 12 miles, Huddersfield 6 miles and Halifax 6 miles. The fourth face, hidden from the road, points the way to Dews Berry but no mileage is given. If Cosin came this way in 1689 his only guide would have been local knowledge.

At this point our route crosses another old highway, more important

than ours in that it was part of a long distance route running from Kendal in the north to London in the south (see D.O.L. Second Edition p.43).

Our route lies straight ahead down Heaton Moor Road to reach Town Top in three tenths of a mile.

Here, on the left hand side near the junction with Cockley Hill Lane, the travellers would pass a structure which was a familiar sight in every village the pinfold. This was a pound or enclosure where straying animals were collected and kept until their owners claimed them and secured their release by payment of a fine to the pinder. Kirkheaton's pinfold disappeared long ago; its site is presently occupied by a surgery.

On into Town Road which, in the seventeenth century, would be little more than a track through the village fields with a thin scatter of farmhouses and cottages. We are given no clues in the deposition as to the exact location of the constable's house where Cosin smoked his tobacco but it seems reasonable to presume it was somewhere in the region of the 'town'. We do know that it was 'but two myles' to the next constable at Dalton and that he lived in a 'fold'. Folds, of course, are fairly common but sticking to our script, we had to look for one within the Dalton township, two miles from Kirkheaton, one mile from Huddersfield and, hopefully, with evidence of seventeenth century building. Amazingly, we found one.

Leaving Town Road behind, at the road junction go straight ahead (in front of the chemist's shop) into Bankfield Lane. After half a mile turn left into Jagger Lane and follow this to the bottom of the hill.

On the right hand side of Bankfield Lane notice the Spangled Bull public house the architectural features of which fit in well with the 1740 date stone. The bull over the front door is obviously of much more recent ancestry and replaces or covers an older bull. Nevertheless, with his spangled collar, he is a cheerful beast and a striking inn sign. Obviously, Cosin never knew this building but if it stands, as it might, on the site of an earlier roadside inn then we can easily imagine him stopping here to part with some of his 'wages'.

A few metres further on, the shop on the right was, until recent years, the Field Head co-operative store. Despite Rochdale's well known claim to be the home of the co-operative movement (it started there in 1844) it is now known that a number of small co-operatives were operating in the north of England in the late eighteenth and early nineteenth centuries. This building, with its Venetian windows, large footstones and narrow stone courses, can

be firmly dated to the eighteenth century although its traditional lines are somewhat obscured by the twentieth century extension at the front. As well as selling commodities such as oats, butter, flour, salt and lard to its members, Field Head co-operative in the early nineteenth century farmed seventeen acres of land the profits from which would benefit what was a strictly local organisation.

On the left hand side of the road notice, in the grass verge, the broken and disturbed remnants of an old causey. Many miles of causeys have survived at the side of our upland and country roads and they are usually indicators of old pre-turnpike routes. The hard surface provided by a stone causey was the obvious solution to the problems of negotiating roads that in wet weather quickly deteriorated into quagmires. The short section of causey just beyond the cricket club, which has been recently relaid with concrete flags, gives some idea of the position, width and height of the original.

In the seventeenth century, boys, in their scanty leisure time, probably enjoyed ball games and perhaps James once enjoyed whacking a ball with a piece of wood. However, the idea that land could be set aside exclusively for the playing of ball games would be beyond his imagination.

Kirkheaton Cricket Club was formed in 1871 when it was known as the Kirkheaton Beaumonts. The members at that time played at Heaton Moor and then in the late 1870s moved to a pitch near to the church at Hole Bottom. The name was changed to Kirkheaton Cricket Club in 1880 and the club moved to its present ground, previously known as Fletcher Croft, in 1883. Forty years later the members purchased the ground for £375. It was here that two of Yorkshire's most famous sons began their playing career. They were, of course, George Herbert Hirst and Wilfred Rhodes.

Just beyond the cricket field, where the road begins its sharp bend to the right, notice the raised causey at the left hand side. This leads to Coldroyd Lane, a steep and direct route down to Dalton. Although it is not on our route it is worth a short stop to look at Coldroyd Lane as it is a good example of a sunken lane with a raised causey. Over time, the surface of the lane was worn down by the passage of cart wheels, and the tramping feet of horses, cattle and people. Doubtless, on such a steep gradient the process would be accelerated by slope wash. In dry weather traffic would use the whole width of the lane but the raised causey at the side provided firm going all the year round. Today, most of the lane is overgrown and wild but the causey bank survives as do several of the old stones.

Cosin, on his way to Dalton, could have chosen this route but the day was very cold with frequent hail showers and the surface of the causey might well have been slippery. So, bearing in mind James' condition, it seems more likely that Cosin would ignore the precipitous slope and make his way to Jagger Lane, an easier way down the hillside.

Somewhere between Coldroyd and Jagger Lane it is worth stopping to take in the view on the left which extends beyond Castle Hill to the range of hills once called The Backbone of England. From here, far and near, a number of familiar places may be spotted including Cowcliffe, Fixby, Lindley, Ainley Top, Golcar, Scapegoat Hill, Rawthorpe, Dalton, Almondbury, Newsome, Cop Hill and Meltham. The many built-up areas date from the nineteenth and twentieth centuries and, of the hundreds of buildings to be seen today, perhaps only one, Almondbury Church, would be recognised by seventeenth century travellers. Their view would be of rolling green hills, of woods, meadows and fields, of small settlements and a scatter of farmhouses, stone cottages, small-holdings, paddocks, crofts and tenter-fields where the farmer-clothiers of the time, and their families, worked and lived out their lives in their own small, balanced economy.

There can be little doubt that Jagger Lane is an old route leading, as it does, off the high ground to reach a river crossing. The name, like Jagger Lanes all over the country, recalls the days when goods were transported by pack animals (see D.O.H.3 No.50). The causey on the right hand side of the road is largely overgrown but here and there in the grass verge a few old stones are visible.

Near the bottom of the hill we leave behind the ancient landscape through which, briefly, we have been travelling and abruptly catch up with the nineteenth and twentieth centuries. The massive stone parapets on either side of the lane are relics of the Kirkburton branch railway line which opened in 1867. The course of the deep cutting through which the line ran has, in recent years, been obliterated by landfill. At the bottom of the hill the old lane continued straight ahead to cross Lees Head Beck by a wooden bridge. From there it climbed the far hillside to Nether Hall at Rawthorpe. This section of the road was lost soon after British Dyes Ltd. acquired the land in 1915 (see D.O.H.3 Nos.48 and 50). It is here then that we must make our first diversion.

Turn left at the bottom of Jagger Lane, follow the Moldgreen signs to Long Lane and in half a mile turn right into Ridgeway. At the top of the hill

turn left into Rawthorpe Lane (at this point Nether Hall is about a third of a mile away to the right).

There is nothing left of the seventeenth century in Rawthorpe Lane, not even a causey, and it is difficult to imagine Cosin plodding along here with the dying boy unprotected from hail and rain. But his next stop was not far away and we can follow him along Rawthorpe Lane and into Dalton Fold Road on the right. The houses here very obviously post date the seventeenth century but in 275m. (300 yds.) we come to Dalton Fold on the left. Evidence that the Fold existed in Cosin's time is to be found in the first house on the left. Although cement rendering has obscured features such as the stone courses and quoins, the timber lintels and the thick walls are typical of the seventeenth century. And Dalton Fold is just two miles from Kirkheaton.

A footway from Dalton Fold to Huddersfield, 'one little myle' away, ran down Kilner Bank through Carr Pit, along what is now Carr Pit Road to the bridge over the River Colne. The exact route out of the Fold is now lost beneath Dalton Cricket Club and any search for a diversion is hazardous as, after negotiating a deep ditch just beyond the Fold, one comes, without warning, upon the dangerous, precipitous and unguarded rock face of Brown Royd Quarry. Here, then, is our second diversion.

Drive back down Dalton Fold Road, turn right and at Moldgreen turn right into Wakefield Road. Follow this to Somerset Bridge and on into town. Carr Pit Road is on the right just before the bridge.

The next clue in the story is Mary Shaw's encounter with the travellers at 'Huddersfield towne end'. The name 'Town End' has not survived but Dr. George Redmonds firmly identifies it as the area later known as Bottom of Town the Seed Hill, Shore Head area on the east side of Huddersfield. After leaving Mary Shaw, Cosin's route lay along the present day Oldgate to the constable's house somewhere by 'the churchyard side'. Here, at last, James' suffering ended; his journey was over.

Cosin's promise to the boy that 'he might see the place where he might be buryed' was probably fulfilled. It is likely that James' bones, buried in a pauper's grave, lie somewhere in the churchyard.

Once again we emphasize that we can never know, with certainty, which way Cosin and James took on that cold February day so long ago but our route is a likely way between Mirfield and Huddersfield in the seventeenth century and if it does nothing else it shows how later roads have changed our perception of direction. The modern road from Mirfield to Huddersfield runs

in an entirely different direction.

THE RIVER COLNE & KILNER BANK

When, in the last decade of the twentieth century, Huddersfield's impressive new sports stadium was built the opportunity was taken to improve and publicise an interesting walk between Bradley Mills and Aspley. For about a mile the walk follows the river where there are many relics of past industrial activity. As early as the seventeenth century a weir had been constructed across the river with sluices to control a flow of water along a headrace or goit to the water wheel at Bradley Mills. At that time the water would be clear, sparkling and full of life. Certainly in 1743 the water of Colne was considered wholesome enough to provide the town with its first organised and copious supply (see D.O.H.1 i No.19).

A century and a half later things were very different. As a result of rapid population growth and industrial expansion, domestic sewage and industrial waste had turned the river into a noisome, lifeless drain. Described in 1887 as 'a smelly mess of festering filth' the Colne was a cause of great concern to the Medical Officer of Health who had to resort to engaging men to remove 'objectionable matter' from the river. Things improved after 1906 when the Huddersfield Corporation Act authorised the installation of sewage works at Cooper Bridge. Since then several Acts promoting river improvements have brought about something of an ecological renaissance and today the Colne supports a diverse wildlife including several species of fish, particularly trout and grayling, and many species of invertebrates.

To make this a circular walk we return to Bradley Mills by way of Kilner Bank, the steep cliff on the east side of the river. Like the river, the condition of Kilner Bank deteriorated during the nineteenth century, its once lush vegetation killed off by the noxious fumes sent out by the chemical, textile and iron works in the lower Colne Valley. For many decades Kilner Bank was a gaunt, treeless cliff but, as with the river, more enlightened times have brought about an improvement. Forty or so years ago much of Kilner Bank was replanted and now, unchallenged by air pollution, the trees have grown tall. Around the same time row upon row of back-to back houses were demolished and their sites support a mixed and luxuriant vegetation. Recently, The Kilner Bank Improvement Group was formed whose members aim to protect the area's wildlife and preserve its many footpaths. They hope also to put a stop to the activities of the thoughtless people who, for some reason or

other, regard it as their right to tip rubbish - anything from a plastic bag to a three piece suite - on the Bank.

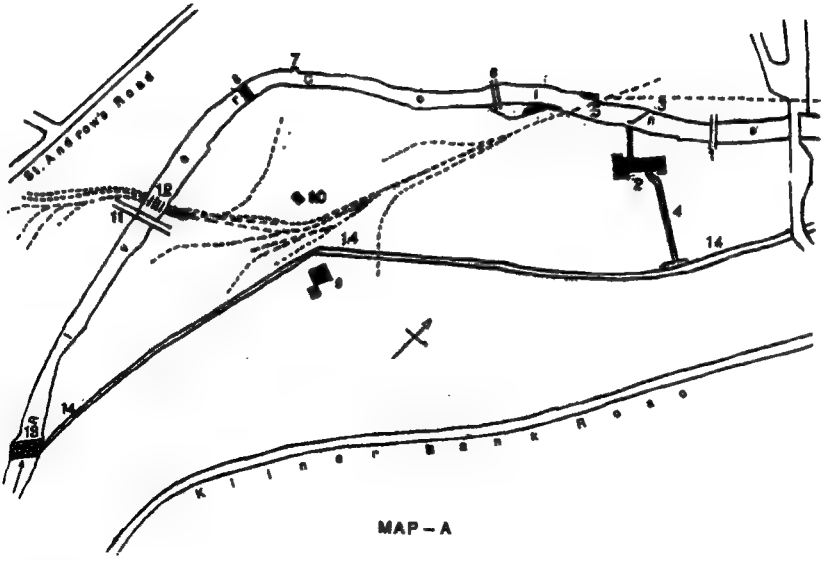
We hope we have whetted your appetite for the walk which includes wide views over the town and a good deal of history, much of which we leave to your own interpretation. The total length is only three miles and the going is reasonably easy in dry weather. A sunny, early spring day is the best time to go when the budding leaves, catkins and pussy-willow and the dandelions, daisies and daffodils delight the eye but do not obscure the view. In summer, when the trees are in full leaf it is impossible to see the river, let alone any historical remains. On a non-match day there is adequate space at the stadium car-park which is where the walks begins. The maps on page 91 will help identify the features we mention.

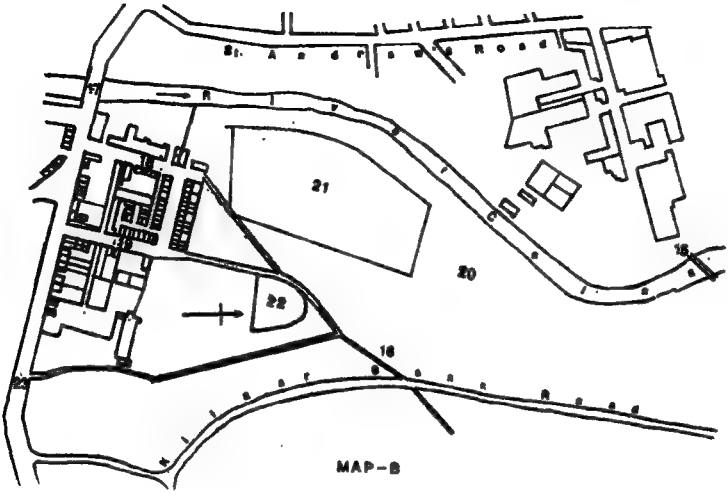
THE RIVERSIDE WAY

At the corner of the car-park a finger post points the way to Aspley. Follow the path past the car-park bridge (No.1 on map A) and continue between the river and the sports shop.

For many years part of the land between the river and the present stadium buildings was occupied by two sizeable factories, Grove Dyeworks and Upper Dyeworks (No.2 on map A). The former had gone by 1930 but the buildings of the latter survived until the 1960s. Notice the shallow weir (No.3 on map A) in the river and the remains of a sluice on the near river bank. From here water entered the Upper Dyeworks via a short goit. Used water from the works was sent along a channel (No.4 on map A) to empty into the old Bradley Mills goit which at this point ran along the bottom of Kilner Bank.

A few metres further on notice, on the far bank, a length of steel piling topped at the end by a mass of concrete. It was in this area that the British Dyes railway line crossed the river (No.5 on map A). The line, shown dotted on map A, which was laid during the First World War, ran from the factory at Turnbridge to British Dyes' (later I.C.I.) new site at Dalton (see D.O.H.3 No.48). To be accurate the railway here was recrossing the river as the line first crossed about a third of a mile away upstream as we shall see. By the 1950s the line had been lifted but traces of it remained until the stadium car-park was laid out in the 1990s.


St. Andrew's Road
Kilner Bank Road
MAP – A


St. Andrew's Road
Kilner Bank Road
MAP – B

The next bridge (No.6 on map A) which leads directly from the car-park to the stadium entrance was built by Sellers International Engineering Company in memory of their former managing director, R.F. (Eric) Sellers who died in 1989. The dedication board explains that he was a lifelong supporter of Huddersfield Rugby League Club and was instrumental in Fartown's success for many years after the Second World War.

Follow the path to the top of the rise and look for a seat overlooking the river.

It is in this area that the Hebble Beck empties into the river. This watercourse rises in the Grimescar area, flows south east through Birkby and Bay Hall and continues beneath Bradford Road and the canal to its confluence with the Colne. The stream, which near its source is called Grimescar Beck, was culverted for much (but not all) of its length in the nineteenth century. In its lower reaches it flowed through the town's open fields and in this section was, for centuries, known as the Town Brook. The change of name to Hebble Beck came in the late eighteenth century (see D.O.H.3 No.12). From the seat notice, on the opposite bank, an arched stone culvert with retaining walls on both sides (No.7 on map A). We are reasonably certain that this is the outfall of the Hebble Beck although the situation is complicated by the existence of another similar, but newer, culvert only a few metres upstream. There are many outlets for industrial waste along the river bank but this one is surely too elaborate for such a purpose. There is certainly no other culverted stream in the area and no map shows two outfalls at this point. Beyond the faint possibility that the newer culvert was built to take excess water from the Hebble Beck at times of flood we must admit that we can think of no good reason for its existence.

From the seat return to the path which in 183m. (200 yds.) passes a large weir (No.8 on map A).

On our first exploration we carelessly assumed that this is the weir connected with the ancient Bradley Mills goit, mentioned above. It is not. This weir, in fact, does not appear on maps before 1960 and it is, therefore, comparatively recent. As the maps show neither sluices nor goits at the head of the weir it is difficult to surmise its purpose but it could perhaps have had something to do with the cooling towers which once stood on the opposite bank above the weir.

Just a few metres further on, on both sides of the river, are the remains

of the abutments of a footbridge. This originally led to a house called The Grove (No.9 on map A) on our side of the river, the location of which is now totally obscured. By 1918 The Grove had gone but the bridge was still in daily use as it gave access to a small colliery (No.10 on map A) opened up, perhaps, to provide a nearby factory with coal during the difficult days of the First World War. The entry to the single shaft of the colliery was somewhere near the present fenced enclosure.

Continue along the path which, in 92m. (100 yds.), reaches a new road and bridge, called Stadium Way (No.11 on map A).

The scene here has changed dramatically in the last few decades with the realignment of roads and the removal of gas holders, cooling towers, brick sheds, old workshops, factory chimneys and scores of chemical storage tanks.

Our route so far has followed the course of the British Dyes' railway and it is near here that the line crossed the river for the first time. The railway bridge is long gone but a remnant of it survives in the shape of four concrete cutwater footings (No.12 on map A) which can be seen in the river bed from the down stream side of Stadium Bridge.

From Stadium Bridge go straight ahead on the path at the other side of the road towards the railed enclosure. Continue up the steps and pass the car-park, keeping to the right of the boulders. At the last boulder turn right, down and then up the gravel path.

At the top of the rise look down on the river where there are the overgrown stonework remains of a weir (No.13 on map A). This was the weir built at the head of the long Bradley Mills goit. At this point the goit (No.14 on map A) ran along the flat marshy ground at the bottom of the bank. Both weir and goit are shown on the 1716 map of Huddersfield and they remained in use for some two hundred years. By 1918, however, the weir no longer spanned the full width of the river and a single line works tramway ran along the line of the goit towards the small colliery mentioned above. Unused and unmaintained, goit and weir soon degraded and by 1930 both had gone.

For the next 320m. (350 yds.) the land on both sides of the river was once occupied by the aniline dyeworks of Messrs. Read Holliday and Sons which firm amalgamated with others in 1915 to form British Dyes. The railway mentioned above ran from and to a terminus in the works on the opposite side of the river.

In 1899 the managers of Read Holliday's were offered a war-office contract to produce Lyddite (picric acid) on condition the company laid down the necessary plant. Lyddite, an extremely effective explosive, was used in vast quantities during the Boer War. The offer was accepted and sheds for manufacturing and drying the product were erected, wisely as it turned out, in an isolated position on our side of the river, well away from the main works. To make way for the plant and laboratories the few remaining trees in Kilner Bank Wood, which grew between the bottom of the Bank and the river, were cut down.

Early one evening in May 1900, things went wrong. 'The inhabitants of Huddersfield abruptly realised what a bombardment by Lyddite shells was like when they were suddenly and fearfully alarmed by a great rumbling and booming noise, the rattling and breaking of windows and the shaking of their premises to the foundations.' So begins an *Examiner* account of a huge explosion in one of Holliday's picric acid sheds. The incident started with a small fire caused by a spark from the chisel of a workman who was carrying out repairs to a hydro extractor. James Turner, the chemist in charge, who was in the shed with five workmen noticed the fire at 5.40 p.m., some distance from where he was working. He later expressed his opinion that if the man nearest the fire had possessed sufficient presence of mind to merely put his cap over the flames, the fire would have been easily extinguished. Instead, the man and his four mates made themselves scarce leaving Turner to tackle the fire with a bucket of water. By that time the flames had spread and the water had little effect. Turner hastily left the premises.

The fire spread rapidly through the stone-built shed, which was forty feet long, twenty-five feet wide and roofed with wooden joists and stone slabs. At 5.50 p.m., only ten minutes after the fire began, the shed blew up in a sheet of flame. Pieces of wood, iron, slate and stone were driven with terrific force in all directions and a column of smoke rose high into the sky. The explosion also wrecked the nearby benzol and aniline laboratories but, although a number of people were hit by flying debris, miraculously there were no fatalities.

The fire brigade offices in Princess Street had received an alarm at 5.45 p.m. and fourteen firemen with a horse drawn engine and a steam engine left immediately for the scene. They had reached Turnbridge when the shed went

up but when they arrived at the scene there was no fire to fight as the explosion had blown out the flames. Despite the mishap, the manufacture of picric acid proved extremely profitable and continued throughout the duration of the war. Perhaps we should add that men working in the picric acid sheds received a well earned bonus of two shillings and sixpence (12½p) a week on top of the usual rate of sixpence (2½p) an hour.

In 1967, when one of us explored this area for a project on Read Holliday's, the remains of the shed could still be seen with huge slabs of masonry lying around at crazy angles. Today only some low stonework, a pipe and three iron joists remain and they have to be searched for in the grass. Thirty five years ago the whole scene hereabouts was very different. Two wide cobbled roads, which formerly gave access to the sheds and laboratories, remained in position. Buried under the silt, which over the years had slipped down the hillside, were the brick floors of sheds with wooden drainage channels running alongside. In various places, water running off the hillside had cut channels which revealed deposits of colour and it was possible to find such chemical debris as jars, bottles and carboy tops.

Continue along the path and, just before the steps, notice on the banks of the river the remains of the buttresses of a bridge (No.15 on map B) which once linked the picric acid plant on our side of the river with the main works. The site of Read Holliday's, and later of British Dyes, is presently occupied by the neatly laid out buildings of Holset Engineering although a link with the past remains in the shape of one of Holliday's red brick sheds.

A flight of easily negotiated steps now leads up a steep bank. At the top, after about 18m. (20 yds) notice, on the right, an old rubbish tip which has obviously been dug over by modern-day bottle and pot collectors. In January 1887 the Council's Sanitary Inspector recommended to the Scavenging and Nuisance Committee the advisability of using part of the slope of Kilner Bank for tipping purposes and the pottery shards and broken glass left in the tip certainly suggest that they were deposited here more than a century ago.

Continue along the narrow path at the side of the allotments and follow it uphill.

275m. (300 yds) after the steps, just after the path starts to descend, notice a stepped footpath (No.16 on map B) coming in from the left, complete with its old handrail and lamp. Several paths coming over Kilner Bank

from Dalton converge just above Kilner Bank Road and continue down the hillside on this path, making directly for the bridge over the Colne. This then could be the way Abraham Cosin and James Stancliffe came in 1689. Just before the path, what appears to be a short lane with a gentler gradient, was, in fact, the back way to a long-gone row of cottages. Hereabouts there are the debris remains of a number of other long lost buildings.

Follow the old footway to the bottom of the hill to its junction with two paths.

Carr Pit, the area to the right of the footway, has been banked and levelled several times over the last hundred and fifty years and its once open aspect disappeared in the 1980s when the present industrial estate was built. Despite all the changes the old path has survived on more or less its ancient course. Thus when (and if) Cosin led his dying charge this way he would turn right at this point to follow the path across Carr Pit which led directly to the bridge over the river at Aspley (No.17 on map B). Although it is much altered and includes the present day Carr Pit Road (No.18 on map B) this route can still be followed.

The name 'Carr Pit' appears on Crosland's map of 1826 and, as it takes some time for a place-name to become established, it must have been known for at least two hundred years and probably much longer. There seems never to have been a pit nor a colliery nor a shaft here and we have been told by a friend who lived in nearby Silver Street (No.19 on map B) in 1916 that locals believed the 'Pit' element referred to small day-holes driven into the side of Kilner Bank. There is, though, another possible explanation of the name. In the northern dialect 'carr' is a rock or a rocky shelf - an apt enough description of Kilner Bank. Interestingly, one or two Carr place names (Carr Green, Carr End) survive on the high ground above the Bank. It is possible then that the steep cliff was originally called Carr and if this is so then the 'Pit' element is easily explained by contrasting the low lying area with the Bank - it is at the bottom, or far below, or deep in the nether regions or, as the Bible has it, a place to go down to (they that go down into the pit. Job 33:24).

Over the years, Carr Pit has, for widely differing reasons, been a familiar place to many people: to travellers making for the bridge into town, to street sweepers and employees of the Corporation's scavenging and sanitary departments, to horticulturists and gardeners, to rugby and soccer players and to local children.

For more than sixty years Carr Pit was a noisome and unpleasant place. In the mid nineteenth century it was the site of the Huddersfield Street Manure Yard where horse dung - and there would be a lot of it in those days - was tipped by men employed to clean the street. Later, after the formation of the Borough, the Corporation's Scavenging and Nuisance Department's workmen also used Carr Pit as a repository for the ordure collected from streets and drains. In 1880, for example, the department removed 1332 cart-loads of street sweepings, 1020 cart-loads of slop from drains and 597 cart-loads of refuse from local markets. That amount of tipping went on year after year and there is no doubt that many of the loads ended up at Carr Pit.

It is likely that human waste was also tipped at Carr Pit. In 1872 Huddersfield adopted the Rochdale system of sewage management whereby closet tubs and their contents were collected weekly by Sanitary Department workmen to be emptied and taken to the department's depot in Emerald Street (formerly Sanitary Lane) for cleaning and disinfecting (see D.O.H.3 No.45). By the early 1880s, the department was dealing with some five hundred and fifty thousand tubs a year but while the Council minutes record the amount of 'excremental matter' collected they give no indication of where it was tipped. However, a report in 1887 of an accumulation of water at the bottom of Kilner Bank 'next to the sanitary tip at Carr Pit' indicates that the department was active there and this is confirmed in the same year by a comment that the disrepair of the footpath leading from Carr Pit Road to Kilner Bank had been caused by carts belonging to the Sanitary Department.

Before local authorities learned how to purify and filter sewage, the disposal of human waste presented enormous problems. Although a large amount of the waste would be urine which would be quickly absorbed into the ground and although the solids would eventually decompose, the yearly collection must nevertheless have been overwhelming. To try to understand the amount involved, the one of us who enjoys such a challenge, used the following formula to calculate the approximate cubic content thus:

Assuming the contents of a tub to be 1ft. 6ins. x 1ft. 3ins. then the area of a tub (πr^2) x depth of a tub x No. of tubs

= 3.14 x .75 x .75 x 1.25 x 550,000

= 1,214,297 cubic feet (34,364 cubic metres)

To put that figure into an understandable, but definitely imaginary, context there would be enough sewage collected in one year to spread one foot deep

over twenty-seven football pitches or for those who are not Imperialists, one metre deep over eight pitches. With that amount of sewage to dispose of, Carr Pit, in use as a tip since the 1850s, would be seen by the Sanitary Committee as an obvious repository for at least part of their burden.

A Sanitary Department minute dated 9th August 1887 resolved, 'that the remaining half of Charles Rowland's wages be paid, he having been on half wages during his three week illness caused through the smells arising from Carr Pit Tip.' For a man in those days to receive even half wages during his illness proves, we believe, that the health problems associated with Carr Pit and its miasma were freely and publicly acknowledged.

With the laying of intercepting sewers from most parts of the Borough in the late 1880s and the opening of the sewage works in 1906 the problem of disposal eased but tipping sewage from the outlying districts and dumping drain sludge continued at Carr Pit until 1922. Our friend, who lived in Silver Street during the Great War, remembers, as a little child, digging with his friends in the deposits in the hope of finding something of value. 'We came across the nasty stuff', he told us, 'but we were mucky little beggars and if we found a penny it was worth a smack.'

After tipping ceased, the ground was levelled and re-banked and by the 1930s a number of allotment gardens (No.20 on map B) had been established on the tip. Given the nature of the underlying soil no doubt the annual yield of vegetables and fruit was phenomenal. A few years later, a sports field was laid out alongside the allotments. (No.21 on map B). One of us, who played rugby there many, many years ago, remembers an ash path running across the field and a small changing room without the benefit of a communal bath! Today, the large premises of J.T. Ellis & Co. Ltd. cover the area of allotments and playing fields.

Still at the bottom of the hill, notice the small green triangle between the two paths. This is all that remains of the area of a children's playground (No.22 on map B) where there was space to play the absorbing games of childhood: dusty bluebells, the alley O, Mr. Wolf, tin can squat, tag (called 'it' in these parts) and a multitude of skipping games. Here also were to be found such amusements as seesaws, long rocking horses, slides, roundabouts (both barrel and maypole shaped) individual swings and the ever popular 'big swing' which moved horizontally and could be made to carry six or

seven children to great heights. None of these delights had any safety device, all were on hard standing and when big boys and girls took over their operation little boys and girls were thrilled to be frightened. The obvious dangers were, in fact, cheerfully ignored by children, who knew their own capabilities, and by parents who, sensibly, stayed at home. Much of the former playground is now occupied by a bank of large satellite dishes. On reflection, this is quite fitting given modern children's enthusiasm for the flickering screen.

Follow the left hand path to reach Wakefield Road (No.23 on map B), turn left and in 83m. (90 yds) left again into Back Chapel Lane. Turn right into Chapel Lane and at the end turn left into Chapel Street and at the road junction take the left fork to Kilner Bank.

For the next section of the walk it is sensible to keep an ear and an eye open for traffic, to walk at the side of the road and, where necessary, to cross it carefully.

The green field on the right hand side of Chapel Street now owned by Moldgreen School was the site of the Moldgreen United Methodist Church and Sunday School. The buildings were demolished in the 1960s but the street-name remains to remind us of its existence.

KILNER BANK

Just after the fork into Kilner Bank, the plot of land on the left was called Robinson's Fold. An old gatepost and a few bricks and worked stones partly buried in the undergrowth are all that is left of a dozen or so small houses that stood in the Fold and, here and there, a few raspberry canes and one or two fruit trees survive from their gardens. Over the Fold there is an attractive view beyond Wakefield Road of the heavily wooded slopes rising to the high ground at Almondbury and Newsome.

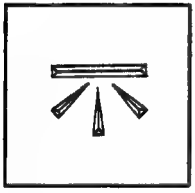
On the right hand side is more building debris, the remains of a row of nineteenth century houses which extended as far as Mount Zion Road some 320m. (350 yds.) away. The houses were demolished in the late 1960s and now their sites support a rich mixed vegetation which includes beech, birch, ash, sycamore, hawthorne, brambles, and, in season, convolvulous, thistles and rose bay willow herb.

It is soon obvious to anyone who comes this way that some memory of

the tradition started, but long ago abandoned, by the Corporation of dumping rubbish on Kilner Bank lives on unofficially in the minds of people who care nothing for the environment. It is difficult to understand their motives as much of the rubbish - anything from full bin bags to old furniture and carpets - must have been brought here by car and could just as easily have been taken to the official tip, less than a mile away. It is a problem very much on the minds of the members of the Kilner Bank Improvement Group, one they hope to solve in the near future. Already there is a sign stating that the penalty for tipping is £20,000.

Soon after Mount Zion Road we come to the footpath on the left that we met earlier at a lower level. Notice its alignment with the cobbled path on the right coming over Kilner Bank from Dalton. 9m. (10 yds.) further on, at the end of a dry stone wall on the right, a straight vertical joint marks the site of another row of houses. A few worked stones may be seen in the bedded wall and at the end of the site an old gateway and path lead into a long-lost garden where old thresholds, flags and door and window jambs have been left by the demolition workers. Opposite, were more houses their site now colonised by an abundance of nettles.

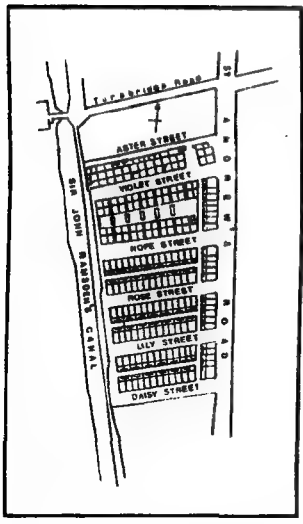
About a tenth of a mile further on, just past telegraph pole No.11, look



on one of the stone outcrops on the right for a bench mark. The O.S. map records the height here as 331.44 feet above mean sea level. The level given at the bridge at Bradley Mills is 197.50 so we have climbed 134 feet to reach this point.

Opposite, at a wide break in the trees on the left hand side of the road, spare a few minutes to admire the extensive view. Looking from right to left some of the most obvious places and features to pick out include: the water works buildings at Fixby, Grimescar Woods, St. John's Church at Birkby, the Clock Tower and the Church at Lindley, the railway viaduct, Highfields, the Royal Infirmary, Fitzwilliam Street, the line of the Ramsden Canal, Holy Trinity Church, the Cross on the War Memorial in Greenhead Park, Pole Moor, St. Peter's Church, Crosland Hill Airfield, St. Luke's Hospital, Kingsgate Shopping Centre and the ring road, St. Paul's Church, the University, Shooter's Nab and West Nab, Newsome Mills and Castle Hill.

One interesting site in the valley bottom is now occupied by the car-park which may be seen on the far side of St. Andrew's Road behind a modern brick building. This area was where, in the 1870s, the Corporation built the first artisans' houses in the town, mentioned by Alderman Denham in his speech at the opening of the Town Hall. In this small area, bounded on one side by the canal and on the other by St. Andrew's Road, were no fewer than a hundred and eighty six houses, twenty-seven along St. Andrew's Road and the rest set out in short streets optimistically named Aster, Violet, Hope, Rose, Lily and Daisy Streets (see plan). Most of the houses had their own outside closet but a few, in Violet Street and Hope Street, were back-to-back and had shared closets. No doubt those families who were removed from crowded cellar dwellings into the new council houses regarded them as palaces. The houses were demolished in the 1960s.



Half a mile further on, notice, over on the right, the pavilion of Dalton Cricket Club and its banked up ground. Just beyond the pavilion, but not visible from here, is Dalton Fold. The mounds below the cricket field are spoil heaps associated with the Brown Royd Quarry. After it was worked out, a brick works was established on the quarry floor to exploit the brick shales in the area. The small factory has been converted into a attractive single storey house and the owner, Chris Haigh, is, through her research, able to place the whereabouts of the kilns, boiler house, engine room and the chimney which was a hundred feet high. Beyond the old brickworks the massive sandstone quarry with its sheer, unprotected face soon comes into view.

Here, on both sides of the road, in defiance of a 'strictly no tipping' sign, rubbish dumping is at its worst. When we were proving the walk, for example, someone had recently pushed an armchair, a sofa and a table down the bank on the left hand side.

About 230m. (250 yds.) past the quarry gates, the log path coming in

from the right is of fairly recent origin. It is a foot route from Rawthorpe to the Stadium but it also attracts the activities of would-be motor-bike scramblers.

Some 75m. (80 yds.) after the log path, take the path on the left down the hillside towards the Stadium. Follow the fence round to the right and then to the left and near the bottom of the hill veer right (avoiding the very steep slope ahead) to Bradley Mills Road. There turn left and return to the car-park.

N.B. Since we put this walk together the efforts of the Kilner Bank Improvement Group have started to show. A new section of path has been laid out (near Stadium Way) seats have appeared along Riverside Way and a skip has been provided in the Brown Royd area in an attempt to stop casual dumping. Doubtless there will be other improvements by the time our book is published.

Appendix No. 1

Anyone who has given more than a passing glance at the exterior of the Town Hall will be aware that the inscribed brass plate described by the Town Clerk at the stone-laying ceremony is now nowhere to be seen. Since the stone itself was not inscribed it is impossible to identify it, and the location of the 'time capsule', with any certainty.

We thought, however, that a tentive identification might be possible if we could locate some likely fixing holes on one of the stones. We know the stone is in Princess Street and most likely on one of the corners but, unfortunately, what we found were identical fixings near both corners which, in any case, were probably too low down to be likely candidates. Prepared to be convinced that the stone was on neither corner we inspected the rest of the frontage and found a multitude of old fixings. We admitted defeat.

We have been unable to find out why or when the plate was removed but we felt sure it would have been preserved and, perhaps, put on display within the building. Interested in seeing it, we initially contacted the Civic Department only to be met with marked disinterest.

Determined not to be fobbed off we visited the Town hall and there met Mr. Leonard Spence, Mayor's Chauffeur Attendant, who was kind, courteous and willing to help. He told us that he was fairly sure that what we were seeking was not on display anywhere in the Town Hall. He was also reasonably sure it was not stored in the cellars as he had recently searched them, at the instigation of a member of Council, looking for, coincidentally, the location of the 'time capsule'. So, for the present, all we can say is that the historic inscribed plate is missing.

It is, of course, possible that in the three years separating the stone-laying from the completion of the building the idea of a commemorative plate was forgotten but this seems unlikely as those involved would surely be eager to have a public record of their part in the event.

We were also curious about the whereabouts of the trowel and mallet used by Alderman Woodhead to lay the stone and the key used by Alderman Denham to open the doors. We were allowed to inspect the magnificent collection of silver in the reception room of the Town Hall and Mr. Spence was kind enough to open one of the display cabinets (which involved deactivating an alarm connected to the police station) to allow us to examine a likely looking key. The key and its case are sealed in a glass and wood box and no inscription is visible but from the description given in an account of the opening ceremony there is no doubt at all that this is the key used to open the Town Hall on 26th October 1881. Either Alderman Denham had changed his mind about the disposition of the key or his family had presented it to the Council after his death. There was no sign of the silver and gilt trowel nor of the ivory and silver mallet.

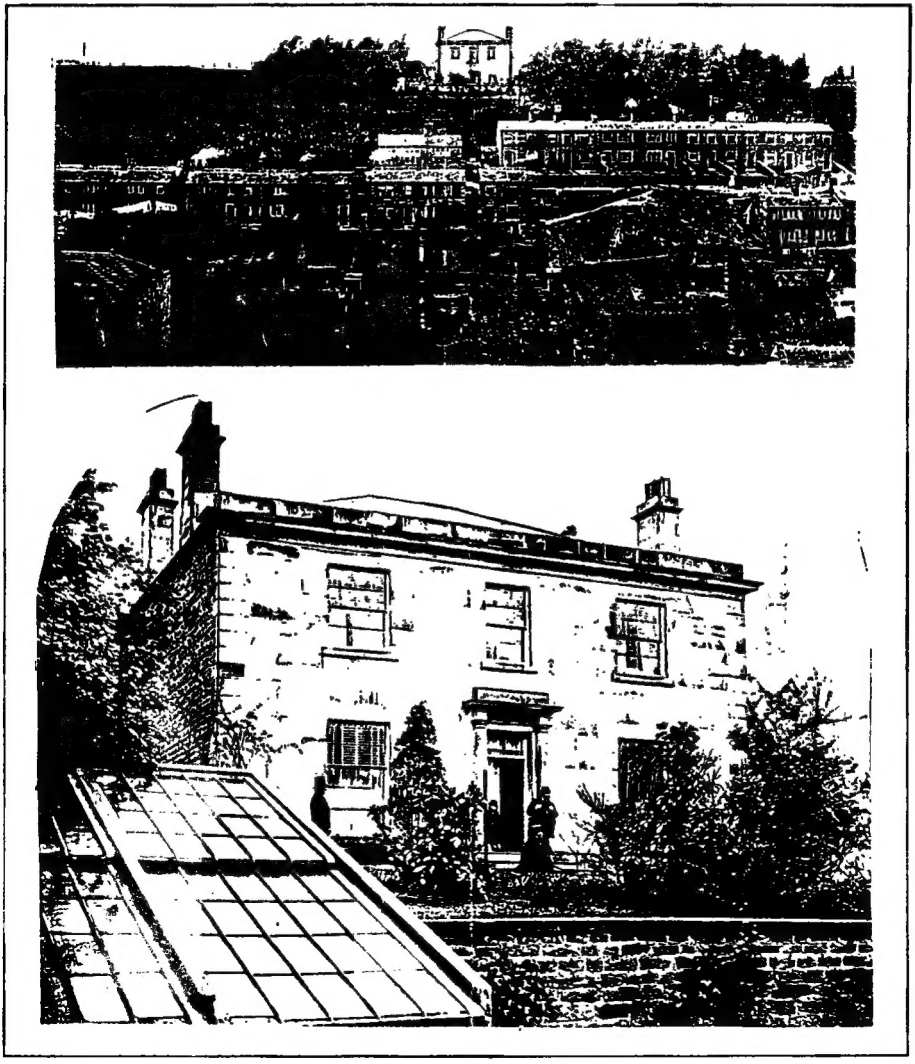
Appendix No.2

To summarise the remarkable honours and achievements of Sir Walter Parratt we include a copy of the inscription, written on vellum, and placed within the casket:

Here rest the ashes of
SIR WALTER PARRATT
Organist of St. George's Chapel, Windsor Castle,
1882 - 1924
Knight Commander of the Royal Victorian Order,
Knight Bachelor,
Master of the Music to
Queen Victoria,
King Edward VII,
King George V;
Master of Arts, Oxford;
Doctor of Music, Oxford, Cambridge, and Durham;
Honorary Fellow of Magdalen College, Oxford;
Fellow of the Royal College of Organists;
Professor of the Royal College of Music;
Professor of Music, Oxford University, 1908-18;
Past Grand Organist of the Freemasons of England;
Son of Thomas and Sarah Parratt, of Huddersfield.
Born 1841 Died 1924.

Appendix No.3

The two photographs below were taken at the time of the Tenant Right Case. The top one shows Edge House from Manchester Road and the houses built on the steeply sloping bank that have since been demolished. The lower picture shows Edge House at closer quarters. It could well be that the man standing at the front door is Joseph Thornton.



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Most but not all the books, maps and documents listed below are available at the local studies department of the Huddersfield Central Library, Ramsden Street.

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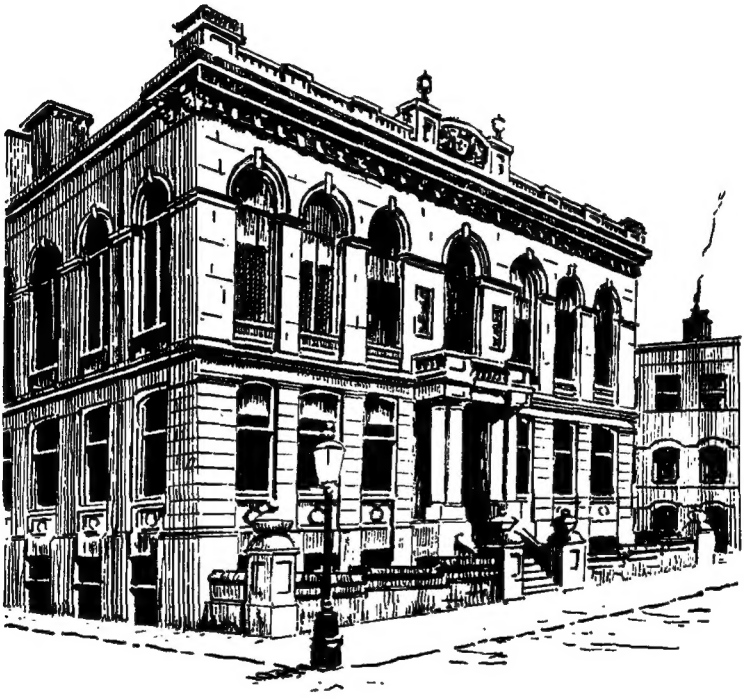
HUDDERSFIELD ESTATE MAPS 1716, 1778, 1797, 1825, 1826

ALMONDBURY ESTATE MAP 1634

ORDNANCE SURVEY MAPS FROM 1854

HUDDERSFIELD AND WEST RIDING DIRECTORIES 19th AND 20th C.



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